FY2018 ATO Business Plan

The Air Traffic Organization (ATO) is the operational arm of the FAA. It is responsible for providing safe and efficient air navigation services to 30.2 million square miles of airspace. This represents more than 17 percent of the world's airspace and includes all of the United States and large portions of the Atlantic and Pacific Oceans and the Gulf of Mexico.

The ATO is responsible for Airport Traffic Control Towers (Federal and Contract), Terminal Radar Approach Control facilities, Air Route Traffic Control Centers, and Combined Center Radar Approach Control facilities to guide aircraft through their various phases of flight. The FAA safely handles 15.6 million flights under Instrument Flight Rules (IFR) and guides approximately 10.4 million flights under Visual Flight Rules (VFR) every year. Our stakeholders are commercial and private aviation and the military. Our employees are the service providers - the 32,000 controllers, technicians, engineers and support personnel whose daily efforts keep aircraft moving safely through the nation's skies.

Aviation is essential to our way of life and is a driving force in our economy. Entire industries rely on the successful operation of the national airspace system. Aviation accounts for $1.6 trillion annually in total economic activity; nearly 12 million jobs; and 5.1 percent of our gross domestic product.

The U.S. air traffic system is experiencing the safest period in its history. This is the result of the ATO's robust safety culture. With the implementation of its proactive Safety Management System, the ATO is now able to identify precursors of risk before there is a safety problem.

The ATO Service Units are led by a Chief Operating Officer and a Deputy Chief Operating Officer. The ATO leadership includes eight vice presidents who oversee Air Traffic Services, Management Services, Mission Support Services, Program Management Organization, Safety and Technical Training Services, Systems Operations Services, Technical Operations Services, and Flight Program Operations.

The ATO supports the Administrator's four strategic priorities to make aviation safer and smarter; deliver benefits through technology and infrastructure; enhance global leadership; and empower and innovate with the FAA's people.

This Business Plan reflects the specific actions and commitments we are taking in Fiscal Year 2018 to follow those focus areas. Each year, our Business Plan maps out the specific activities and commitments for that year. In 2018 and beyond, our ATO Plan will build on our success, continue the strategic transformation we have begun, and accelerate our performance improvements.

Make Aviation Safer and Smarter

The aviation landscape has changed dramatically over the last decade, and several factors in particular are increasing the complexity of the industry and introducing different types of safety risk into the aerospace system. These factors include new aerospace designs and technologies (e.g., Unmanned Aircraft Systems (UAS)) and fiscal constraints that compel the ATO to utilize resources more effectively and ensure resources are directed at areas with the highest safety risk. Because commercial aviation accidents are becoming rare occurrences, the FAA needs to identify and mitigate precursors to accidents (i.e., safety risk) to manage aviation safety.

In the face of growing complexity throughout the industry, this initiative aims to make the safest and most efficient aerospace system in the world even safer and more efficient.

The U.S. air traffic system is experiencing the safest period in its history. This is the result of the ATO's robust safety culture. With the implementation of its proactive Safety Management System, the ATO is now able to identify precursors of risk before there is a safety problem.

In the ATO, we implement proactive safety management by:

- Encouraging input from frontline employees.
- Deploying technology to gather data and enhance education.
- Improving analysis to assess performance.
- Embracing correction, through education, training and implementation, to mitigate risk.

The ATO revised it Top 5 program on the identified safety issues/hazards that affect safety in the National Airspace System. Starting the FY2018 the program has five phases: Candidate selection, Corrective Action Plan (CAP) development, CAP implementation, monitoring, and close-out. Metrics have been set that will measure success in each of those phases, all of which are deadline driven. Each major deadline that is coming up in a fiscal year will count as an activity toward the metric. By identifying the Top 5 issues/hazards, developing activities to address them, ensuring mitigations are implemented, monitoring

the impact of mitigations, and closing out an issue/hazard once we have met performance targets, the agency is taking a proactive stance in identifying and mitigating the risk of issues/hazards.

Through the Safety Roundtable the ATO advances safety initiatives to enable NextGen capabilities by coordinating and collaboratively agreeing on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources.

ATO supports the FAA's Strategic Initiative on Risk-Based Decision Making to build on safety management principles to proactively address emerging safety risk by using consistent, data-informed approaches to make smarter, system-level, risk-based decisions.

Strategic Objective: Risk-Based Decision Making

Build on safety management principles to proactively address emerging safety risk by using consistent, data-informed approaches to make smarter, system-level, risk-based decisions.

Strategic Initiative: Strategic Safety Management

Strategic Safety Management for Safety Policy, Safety Risk Management, Safety Assurance and Safety Promotion

Strategic Activity: Safety Policy

Revise the U.S. State Safety Program to align with International Civil Aviation Organization (ICAO) requirements outlined in Annex 19.

Activity Target 1:
Release revised draft of the State Safety Program (SSP) to the FAA SMS Committee. Due September 30, 2018

Strategic Activity: Safety Risk Management

Lead the agency effort to update cross-organizational safety risk management guidance for performing FAA safety risk assessments.

Activity Target 1:
Revise FAA safety risk management guidance material to align with current version of FAA Order 8040.4, Safety Risk Management Policy. Due August 31, 2018

Activity Target 2:
Conduct at least two FAA safety risk assessments and document the progress of the assessment in the Hazard Identification, Risk Management, and Tracking (HIRMT) tool. Due September 30, 2018

Strategic Activity: Safety Assurance

Establish NAS-wide methodology to measure and monitor safety performance.

Activity Target 1:
Deliver a draft document to the FAA SMS Committee defining a NAS-wide methodology to measure and monitor safety performance. Due June 30, 2018

Strategic Activity: Safety Promotion

Promote an understanding of how to apply the requirements outlined in FAA Order 8040.4B, Safety Risk Management Policy.

Activity Target 1:
Release revised draft of the FAA Safety Risk Management Overview briefing to the FAA SMS Committee. Due April 30, 2018

Strategic Initiative: Standardization, Access, and Integration

FAA Safety Data Access and Management

Strategic Activity: FAA Safety Data Access and Management

Operationalize the Safety Data and Analysis Team (SDAT) to standardize and integrate safety data at the agency level.

Activity Target 1:
Deliver plan for Safety Data and Analysis Team (SDAT) activities to the FAA SMS Committee for approval. Due September 28, 2018

Internal Work Objective: Commercial Air Carrier Fatality Rate

Reduce the commercial air carrier fatalities per 100 million persons on board by 24% over 9-year period (2010-2018). FY18 Target: 6.2

Internal Work Initiative: WAAS Phase IV Development (N12.01-07) (CIP#:N12.01-07)

WAAS, a satellite based navigation technology, allows qualifying airports (ref. advisory circular 150/5300-14A.

Table 3-4, 3-5 and Terminal Instrument Procedures (TERPS) 8260.58) in the NAS to have vertical and horizontal guidance during all phases of a flight, regardless of weather conditions, without installing expensive legacy navigation hardware at each runway. WAAS uses a network of precisely located ground reference stations across the U.S., Canada & Mexico to monitor GPS satellite signals. This information is then collected and processed before being sent to user receivers via leased navigation transponders on Geostationary Earth Orbiting (GEO) satellites. The WAAS-provided messages improve the accuracy, availability, and safety of GPS-derived position information. WAAS results in safety and capacity improvements in the National Airspace System (NAS) and will reduce FAA operations costs by enabling the removal of some ground-based navigation infrastructure. WAAS is in a mixed life cycle. Phase IV, Dual Frequency will provide improved operational capability during periods of severe solar storm activity along with additional protection against interference to the GPS. The dual frequency upgrade will leverage improvements of the DoD GPS modernization program. WAAS was approved for a Final Investment Decision by the JRC on May 21, 2014 for Phase IV (2014-2044).

Relationship to Objective: WAAS

Internal Work Activity: GEO 6 Integration

Complete the integration of the Radio Frequency Uplink (RFU), Ground Uplink Station (GUS) and Signal Generator Subsystem (SGS) in support of GEO 6. This integration is required prior to integrating the GUS with the GEO satellite.

Activity Target 1:
Complete deployment of Release 2, Geostationary Earth Orbiting (GEO) 5 integration. Due September 30, 2018

Internal Work Activity: Release 1 Processor Upgrade Complete

Complete integration of new WAAS processors, operating system and compiler to replace existing obsolete components.

Activity Target 1:
Complete National Airway Systems Engineering (NASE) Validation Testing of the Release 3 multicast release package. Due May 31, 2018

Internal Work Initiative: Visual Navaids - ALSIP Continuation - (N04.03-00) (CIP#:N04.03-00)

The Approach Lighting System Improvement Program (ALSIP) improves approach lighting systems built before 1975. It upgrades the equipment to current standards and reduces the potential severity of take-off and landing accidents by replacing rigid structures with lightweight and low-impact resistant structures that collapse or break apart upon impact. The entire approach lighting system is replaced when non-frangible structures are replaced. The High Intensity Approach Lighting System with Sequenced Flashing Lights (ALSF-2) provides visual information on whether the pilot is aligned with the runway centerline, the aircraft's height above the runway plane, roll guidance, and horizontal reference for Category II and III Precision Approaches. The Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) provides visual information on runway alignment, height perception, roll guidance, and horizontal references for Category I Precision Approaches. Relationship to Measure: The ALSIP replaces rigid approach lighting structures with lightweight and low-impact resistant structures that collapse or break apart upon impact. This reduces damage to aircraft that inadvertently descend below the minimum recommended altitudes and risk striking these structures during departure or landing. Reducing the impact and damage aircraft sustain when striking these lightweight and low-impact resistant structures contributes to FAA's performance metric of reducing air carrier fatalities by diminishing the probability of fatal accidents if these structures are hit.

Relationship to Objective: ALSIP

Internal Work Activity: Procure Visual Navaids - ALSIP Continuation

Procure Medium Intensity Approach Lightning (MALSR) Systems.

Activity Target 1:
Procure total of 40 Remote Radio Control Interface Units (RRCIU) for Medium Intensity Approach Lighting System (MALSR). Due August 31, 2018

Internal Work Activity: Implement Visual Navaids - ALSIP Continuation

Sustain Medium Intensity Approach Lighting System with Runway (MALSR) Systems.

Activity Target 1:
Attain service availability at one (1) Medium Intensity Approach Lighting System with Runway (MALSR) site. Due September 30, 2018

Internal Work Initiative: Visual Navaids - Visual Navaids for New Qualifiers - (N04.01-00) (CIP#:N04.01-00)

This program supports the procurement, installation, and commissioning of Precision Approach Path Indicator (PAPI) systems and Runway End Identification Light (REIL) systems. A PAPI provides visual approach glide slope information to pilots and enables them to make a stabilized descent with a safe margin of approach clearance over obstructions. The PAPI consists of four lamp housing assemblies arranged perpendicular to the edge of the runway. The PAPI projects a pattern of red and white lights along the desired glide slope so a pilot can tell whether they are on the glide slope and how to correct their glide slope if they above or below it. A REIL is a visual aid that provides the pilot with a rapid and positive identification of the approach end of a runway. The REIL system consists of two simultaneously flashing white lights, one on each side of the runway landing threshold. The implementation of PAPI systems satisfies Commercial Aviation Safety Team (CAST) recommendations and Land and Hold Short Operations (LAHSO) requirements. * The FAA plans to implement the 170 highest priority CAST PAPI installations. This number would cover 80% of commercial airline operations. * LAHSO is an air traffic control tool used to increase airport capacity by allowing simultaneous approaches on intersecting runways. PAPI systems are required when runways are approved for LAHSO. Relationship to Measure: Installing PAPI lights at both CAST and non-CAST locations enhances system safety by reducing the probability of a Controlled Flight into Terrain accident during approach and landing. Installing the REIL system reduces accidents because the system clearly identifies the runway end to the pilot.

Relationship to Objective: VNNQ

Internal Work Activity: Procure Visual Navaids for New Qualifiers

Procure Precision Approach Path Indicator (PAPI) Systems.

Activity Target 1:
Procure five (5) Precision Approach Path Indicators (PAPIs). Due August 31, 2018

Internal Work Activity: Implement Visual Navaids for New Qualifiers

Establish Commercial Aviation Safety Team (CAST)/New Establish Precision Approach Path Indicator (PAPI) Systems.

Activity Target 1:
Attain service availability for three (3) Commercial Aviation Safety Team (CAST)/New Establish Precision Approach Path Indicator (PAPI) Systems. Due September 30, 2018

Internal Work Initiative: WSDS Work Package 1 - Assure NAS Wind Shear / Microburst Alert Providers Smoothly Transition into NextGen Era (W05.03-01) (CIP#:W05.03-01)

Rapidly updating terminal weather observations leading to Wind Shear / Microburst detections and alerts are provided to NAS controllers by terminal weather radars and automated wind shear detection systems. Over one hundred legacy, automated wind shear detection providers at heavy air traffic volume air terminals continuously stream rapid observations, machine-to-machine, into NAS and NextGen Weather Processing Systems, Displays and NextGen User Decision Support Tools. NextGen may plan alternatives to eventually replace wind shear / microburst alert providers, yet budget and program changes to the replacements often leave indefinite, the remaining service life of legacy wind shear systems, subject to significant extensions. This initiative ensures no gaps in legacy wind shear services throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether. Relationship to Measure: TDWR, and the WSDS portfolio (ASR-WSP, LLWAS-NE, LLWAS-RS) in total provide four wind shear detection programs that contribute to the 2015 Strategic measure by ensuring sustained service of automated wind shear / microburst detection by over one hundred automated terminal wind shear detection systems in service to nearly 90% of all commercial Part 121 flights on approach and during landing in the United States each day.

Relationship to Objective: .

Internal Work Activity: Wind Shear Detection Service (WSDS) - Work Package 1

Wind Shear Detection Service (WSDS) Work Package (WP) 1 addresses obsolescence and supportability issues plaguing Low Level Wind Shear Alerting System (LLWAS), Wind Measuring Equipment (WME), and Weather Systems Processor (WSP). The LLWAS/WME SLEP will replace several WME remote and master stations containing obsolete and unsupportable components, replace several damaged and sheltered wind sensor poles, replenish LLWAS ribbon displays, replace older broadband radios, and replenish stock levels of the ultrasonic

wind sensors. The WSP Tech Refresh portion of the program will replace a critical component vital to maintaining wind shear detection service at 34 operational WSP locations and 4 support locations. The Radar Video Processor (RVP) 700 currently installed in the WSP will be upgraded to the newer RVP 900 series since the current version is no longer supported by the vendor, and failing at an alarming rate.

Activity Target 1:
Complete Install at the last Weather Systems Processor (WSP) site. Due June 30, 2018

Activity Target 2:
Complete install at the last Wind Measuring Equipment (WME) site installed (62 sites total). Due September 30, 2018

Activity Target 3:
Complete install at the last plaguing Low Level Wind Shear Alerting System (LLWAS) site. Due September 30, 2018

Internal Work Initiative: LPV Procedures (CIP# N12.01-07) (CIP#:N12.01-07)

Ensure Localizer Performance with Vertical Guidance (LPV) or Localizer Performance (LP) procedures are available at each of the 5,218 runways in the NAS that meet the applicable criteria by 2016.

Relationship to Objective: Related

Internal Work Activity: LPV Procedures (CIP#N12.01-07)

Ensure Localizer Performance with Vertical Guidance (LPV) or Localizer Performance (LP) procedures are available at each of the 5,218 runways in the NAS that meet applicable criteria by 2016.

Activity Target 1:
Provide funding to AJV-5 and AJW-3 for 150 Wide Area Augmentation System (WAAS) Localizer Performance with Vertical Guidance/Localizer Performance (LPV/LP) procedures. Due January 31, 2018 or 60 days after receipt of funds under a continuing resolution. Due January 31, 2018

Activity Target 2:
Develop and publish 150 Wide Area Augmentation System (WAAS) Localizer Performance with Vertical Guidance/Localizer Performance (LPV/LP) approach procedures. Due September 30, 2018

Internal Work Activity: LPV Procedures

Flight validation of newly developed LPV or LP instrument flight procedures.

Activity Target 1:
Provide FY2018 flight inspection support to the Wide Area Augmentation System (WAAS) program. Flight Program Operations will complete 100% of all funded procedures submitted by Aeronautical Information Services (AJV-5) for inspection/validation by August 12, 2018. Due September 30, 2018

Activity Target 2:
Aeronautical Information Services will design and develop funded and/or requested number of WAAS LPV/LP procedures. Due September 30, 2018

Internal Work Initiative: NAS Voice Recorder Program (NVRP) - (C23.02-01)

The NAS Voice Recorder Program (NVRP) will replace digital voice recorders to comply with new requirements in the Air Traffic Organization (ATO) safety orders. These orders require risk based monitoring of air traffic operational safety events and were not in effect when the Voice Recorder Replacement Program, Digital Audio Legal Recorder was implemented. NVRP will reduce operational costs, meet increasing demand for improved access to audio data, and provide more expeditious remote audio access. These new recorders will also provide capabilities including increased recording capacity, recording of Voice over Intranet Protocol (VoIP) telephones, and connectivity to FAA Telecommunications Infrastructure (FTI)'s enterprise Network Time Protocol (NTP). Voice recorders provide the legally accepted recording capability for conversations between air traffic controllers, pilots, and ground-based air traffic facilities, and are used in all ATC facilities. These recordings are used in the investigation of accidents and incidents and also in the routine evaluation of ATC operations. As the voice recorder technology and voice recorder requirements have evolved, earlier digital voice recorders are now experiencing obsolescence and supportability issues. There are over 460 voice recorders with an operational life of 10 years currently operating in ATC facilities. The existing recorders will start to reach the end of their service life beginning in 2017. A Final Investment Decision (FID) for NVRP is planned for 2018.

Internal Work Activity: NAS Voice Recorder Program (NVRP) (CIP# C23.02-01)

NAS Voice Recorder Program (NVRP) - (C23.02-01)

Activity Target 1:
Prepare initial NAS Voice Recorder (NVR) Phase II Proposal Evaluation Report. Due September 30, 2018

Internal Work Initiative: Terminal Doppler Weather Radar (TDWR) (CIP#: W03.03-02) (CIP#:W03.03-02)

Rapidly updating terminal weather observations leading to Wind Shear / Microburst detections and alerts are provided to NAS controllers by terminal weather radars and automated wind shear detection systems. Over one hundred legacy, automated wind shear detection providers at heavy air traffic volume air terminals continuously stream rapid observations, machine-to-machine, into NAS and NextGen Weather Processing Systems, Displays and NextGen User Decision Support Tools. NextGen may plan alternatives to eventually replace wind shear / microburst alert providers, yet budget and program changes to the replacements often leave indefinite, the remaining service life of legacy wind shear systems, subject to significant extensions. This initiative ensures no gaps in legacy wind shear services throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether. Relationship to Measure: TDWR, and the WSDS portfolio (ASR-WSP, LLWAS-NE, LLWAS-RS) in total provide four wind shear detection programs that contribute to the 2015 Strategic measure by ensuring sustained service of automated wind shear / microburst detection by over one hundred automated terminal wind shear detection systems in service to nearly 90% of all commercial Part 121 flights on approach and during landing in the United States each day.

Relationship to Objective: .

Internal Work Activity: TDWR/SLEP Phase 2: Work Package 2

Terminal Doppler Weather Radar (TDWR) Service Life Extension Program (SLEP) Work Package 2 will maintain the TDWR service availability requirements as identified in NAS Requirements Document, NAS-RD-2013. Though it is anticipated that the TDWR will be replaced by NextGen Surveillance and Weather Radar Capability (NSWRC), the TDWR must be properly maintained until the 2030 timeframe. TDWR SLEP Work Package 2 will address high failure rates, and obsolescence issues with antenna controllers, circuit boards, transmitter components, workstations, servers, routers, and facility grounding.

Activity Target 1:
Complete the Product Design Review of new Direct Digital Controller (DDC). Due July 31, 2018

Internal Work Initiative: Aeronautical Information Management (AIM)-Segment 2 - (CIP#: G05A.02-05) (CIP#:G05A.02-05)

The AIM Modernization program will provide aviation users with digital aeronautical information that conforms to international standards and supports Next Generation Air Transportation System (NextGen) objectives.

Relationship to Objective: .

Internal Work Activity: AIM Modernization Segment 2 - System Support Modification (CIP# G05A.02-05)

AIMM Segment 2 (S2) will provide the infrastructure, via the Aeronautical Common Service (ACS), for an enterprise-based approach for AI processing and dissemination. AIMM S2 will establish the ACS as the trusted access point of integrated AI for internal and external consumers in the NAS. The ACS will: -Provide an enterprise-level infrastructure platform leveraging System Wide Information Management (SWIM), internationally recognized exchange standards, and web services to deliver AI across the NAS with native functionality to process, transform, filter, and publish tailored AI as services to end use applications; -Expand the distribution of NOTAMs included as part of the FNS; -Improve distribution of Special Activity Airspace (SAA) relevant information among stakeholders. Digital management of SAA will facilitate calculation of airspace usage and availability metrics in support of efficiency of air traffic management, analysis of SAA usage, integration with industrial partners, and scheduling automation; -Provide access to Airports Geographic Information System (GIS) data for critical information about airports; -Fully leverage the SWIM Common Support Services infrastructure to deliver quality AI using common standards and services; -Modernize the NAS Resource (NASR) system with AIMM S2 capabilities and service; -Implement a Cloud Computing eligible software solution. AIMM S2 will deploy the following integrated enterprise capabilities: (1) Aeronautical Information Query and Subscription Service (AIQS), (2) Aeronautical Information Integration (AII), (3) Spatial Information Mapping (SIM), and (4) Aeronautical Information Data Analytics (AIDA).

Activity Target 1:
Release 3 Operational Test and Evaluation completed. Due April 30, 2018

Activity Target 2:
Release 3 Operational. Due September 30, 2018

Internal Work Objective: General Aviation Fatal Accident Rate

Reduce the general aviation fatal accident rate to no more than one (1) fatal accident per 100,000 flight hours by 2018. FY18 Target: 1.00.

Internal Work Initiative: Flight Service

Manage the Automated Flight Service Station (AFSS) contract to provide quality Flight Service to the conterminous United States, Puerto Rico, and Hawaii. Provide access to advanced weather products and flight planning tools through automation to support the delivery of Flight Service in Alaska.

Internal Work Activity: Manage CONUS Operations

Develop plan to achieve a cost avoidance/savings on the AFSS contract cost for FY18.

Activity Target 1:
Complete analysis and identify two service changes for efficient and cost effective improvements to the AFSS contract cost. Due March 31, 2018

Activity Target 2:
Develop implementation plans for the two identified service changes to achieve a cost avoidance/savings on AFSS contract cost. Due September 30, 2018

Internal Work Activity: Plan the future of Flight Service Operations

Implement plan to analyze benefits and identify efficiencies and cost effective improvements to right size Flight Service operations.

Activity Target 1:
Complete analysis and identify efficiencies and cost effective improvements for Alaska modernization operations. Due August 31, 2018

Activity Target 2:
Complete analysis and identify efficiencies and cost effective improvements for the entry of NOTAMs by Flight Service. Due September 30, 2018

Internal Work Initiative: System Approach for Safety Oversight (SASO) (CIP#:A25.02-02)

The SASO Program aligns national system safety standards with International Civil Aviation Organization (ICAO) Safety Management System (SMS) components and internal FAA directives. The program is divided into three stages. SASO Phase I applied SASO standards to all Code of Federal Regulations (14 CFR Part 121) air carrier regulations and demonstrated the benefits of system safety to Flight Standards Service (AFS) and the aviation community. SASO Phase II develops and implements automation software, processes and procedures that enable the AFS workforce to perform their safety/regulatory oversight responsibilities in accordance with SMS guidance and directives. SASO Phase II is divided into two segments: Alpha and Beta. SASO Phase II Alpha is the first segment and covers the years FY 2010 through FY 2015. In this segment the AFS Safety Assurance System (SAS) is implemented fulfilling one of four components of SMS. The SAS functionality developed and launched in this phase will support AFS oversight of the 14 CFR Parts 121 (air carriers), 135 (commuter and on-demand operators) and 145 (repair stations). SASO Phase II Beta is the second segment and covers FY 2014 through FY 2018. During this phase the remaining three components of the AFSs SMS (safety risk management, safety policy, and safety promotion) will be developed and implemented. Additionally, SAS functionality is further developed to accommodate the remaining 14 CFR Parts regulated by AFS. These include, but are not limited to, other air operators, pilot schools and training centers, aviation maintenance technical schools, other certificated operations such as helicopter external load, and agriculture/crop dusting.

Relationship to Objective: .

Internal Work Activity: Deploy System Approach for Safety Oversight (SASO)

System Approach for Safety Oversight (SASO) deployment to last production site and prepare for Functional Release 1

Activity Target 1:
System Approach for Safety Oversight (SASO) Phase 2B Segment 1A - Critical Design Review (CDR) Complete. Due December 31, 2017

Activity Target 2:
System Approach for Safety Oversight (SASO)

Phase 2B Segment 1A - Development Test 1 (DT1) Complete. Due May 31, 2018

Internal Work Initiative: Aerospace Medicine Safety Information System (AMSIS)

The Office of Aerospace Medicine (AAM) is responsible for: the medical certification of airmen; the medical clearance of air traffic control specialists; oversight of aviation industry drug and alcohol testing programs; designation, training and oversight of aviation medical examiners; FAA employee substance abuse testing; airmen aviation physiology and survival training and education; the FAA Employee Health Awareness Program; and aerospace medicine and human factors research. These programs are carried out by AAM at FAA Headquarters, the Civil Aerospace Medical Institute, in the regional Aerospace Medicine divisions and at the three Industry Drug Abatement Compliance and Enforcement Centers. AAM has designed, developed and implemented information systems to efficiently process and manage safety, health and research information collected by FAA's regulatory programs. However, to ensure that these systems are maintained and kept up-to-date and/or replaced as necessary, lifecycle funding is needed. AAM requires future systems funding to re-engineer AAM safety program business processes; design and develop new information systems architecture; and to design, procure and deploy next generation information systems. The Aerospace Medicine Safety Information System (AMSIS) Program is designed to support existing systems, technology, and develop replacement systems in the future.

Internal Work Activity: Internal Work Activity: Investment Analysis for Aerospace Medicine Safety Information System

Aerospace Medicine Safety Information System (AMSIS) Investment Analysis activities to support progress towards Initial Investment Decision (IID)

Activity Target 1:
Achieve Aerospace Medicine Safety Information System (AMSIS) Contract Award. Due January 31, 2018

Internal Work Initiative: Alaskan Satellite Telecommunication Infrastructure (ASTI) (CIP#:C17.02-01)

The ASTI project will replace and/or upgrade system components to raise system availability to required levels (0.9999), reduce the frequency of system alarms and outages, and reduce the level of FAA maintenance.

Relationship to Objective: .

Internal Work Activity: Alaskan Satellite Telecommunications Infrastructure

Achieve Operational Readiness (ORD) at 50% of the sites.(APB Milestone, 90%)

Activity Target 1:
Complete Limited Deployment of three (3) sites. Due January 31, 2018

Activity Target 2:
Achieve Operational Readiness (ORD) at 50% of the sites. Due September 30, 2018

Internal Work Initiative: Runway Safety Areas (CIP#:N17.01-01)

Where practical, upgrade Runway Safety Areas to meet standards.

Relationship to Objective: RSA

Internal Work Activity: Runway Safety Area (RSA) NAVAID Improvements

Complete RSA NAVAID improvements at certificated airports.

Activity Target 1:
Complete Runway Safety Area (RSA) report for PMO review. Due June 30, 2018

Activity Target 2:
ATO will improve twenty (20) Runway Safety Areas (RSAs). Due September 30, 2018

Internal Work Initiative: Analytical Tool Development

Facilitate the development, design, integration, and implementation of tools to improve analytical capabilities by supporting risk-analysis, assessment, tracking, and monitoring processes.

Internal Work Activity: AJM Support of OARS

Provide program management support for the OARS program.

Activity Target 1:
Complete Operational Analysis and Reporting

System (OARS) Final Program Requirements Document (fPRD). Due July 31, 2018

Internal Work Objective: Runway Incursions (Category A and B)

Commercial Aviation Runway Incursions (Category A and B): Reduce Category A and B runway incursions to a rate of no more than 0.375 per million for commercial aviation. Non-Commercial Aviation Runway Incursions (Category A and B): Reduce Category A and B runway incursions to a rate of no more than 0.465 per million for non-commercial aviation.

Internal Work Initiative: System Risk Reduction

Reduce the risk of runway incursions resulting from errors by pilots, air traffic controllers, pedestrians, vehicle operators, tug operators, and individuals conducting aircraft taxi operations by working in collaboration with aviation stakeholders to identify and mitigate risk.

Internal Work Activity: Procedural Error Risk Reduction

Leverage the Runway Safety Council to lead the monitoring of the effectiveness of the FAA's National Runway Safety Program in mitigating risk in commercial and non-commercial flight operations, air traffic operations, and vehicle operations. Due: September 30, 2018

Activity Target 1:
Integrate trend monitoring into Local, Regional, and National Runway Safety Plans. Due August 31, 2018

Activity Target 2:
Reduce Category A and B runway incursions to a rate of no more than 0.375 per million for commercial aviation and 0.465 per million for non-commercial aviation. Due September 30, 2018

Activity Target 3:
Reduce Category A & B (most serious) runway incursions to a rate of no more than 0.395 per million. Due September 30, 2018

Internal Work Initiative: Runway Safety Technology Program Management Integration

In FY18 the FAA will begin integrating Program Management of Runway Safety technologies that are in various Lines of Business from concept development, research, acquisition, and certified in service equipment. These technologies include, but are not limited to: Airport Surface Detection Equipment Model X (ASDE-X), Runway Status Lights (RWSL), Airport Surface Surveillance Capability (ASSC), Surveillance Broadcast System (SBS), Engineered Material Arresting System (EMAS), Runway Incursion Device (RIDS), Closed Runway Operation Prevention Device (CROPD), and the suite of technologies in Runway Incursion Prevention Shortfall Analysis (RIPSA).

Internal Work Activity: AJI-1 Runway Safety Technology Program Management Integration

Enhance the collaboration of Runway Safety initiatives that are being conducted by AJI, AJM, AJT, AJW, AJV, ANG, and AAS. A secondary focus will be to continue developing the Runway Incursion Prevention Shortfall Analysis (RIPSA) to include Speech Recognition and Memory Aid research. Due: September 30, 2018

Activity Target 1:
Develop a sustainable method to ensure the Program Management of Runway Safety technologies that are in various Lines of Business from concept development, research, acquisition, and certified in service equipment. Due November 15, 2017

Activity Target 2:
Update the appropriate policy documents and orders to include the method developed in target 1 to be included in the next feasible policy and order publication. Due February 15, 2018

Activity Target 3:
Integrate Speech Recognition and Memory Aid enhancement research into the appropriate Runway Incursion Prevention Shortfall Analysis field site activities to research approved electronic equipment. Due September 30, 2018

Internal Work Activity: AJT-2 Support of Runway Safety Technology Program Management Integration

In FY18, AJT-2 will support AJI in integrating Program Management of Runway Safety technologies, Speech Recognition and Memory Aid Research in the Runway Incursion Prevention Shortfall Analysis (RIPSA) activities.

Activity Target 1:
Provide final approval and ATC Management POC for the RIPSA technology implementation test bed sites. Due January 31, 2018

Internal Work Activity: AJV Support of Runway Safety Technology Program Management Integration

Assist AJI in integrating Program Management of Runway Safety technologies that are in various Lines of Business from concept development, research, acquisition, and certified in service equipment.

Activity Target 1:
Assist AJI in developing a sustainable method to ensure the Program Management of Runway Safety technologies that are in various Lines of Business from concept development, research, acquisition, and certified in service equipment. Due November 15, 2017

Activity Target 2:
Assist AJI in updating the appropriate policy documents and orders to include the method developed in target 1 to be included in the next feasible policy and order publication. Due February 15, 2018

Internal Work Initiative: Runway Status Lights

Continue to evaluate and deploy runway status lights at 19 ASDE-X airports and 1 ASSC airport.

Internal Work Activity: Deploy Runway Status Lights (RWSL)

Runway Status Lights (RWSL) system deployment to production sites.

Activity Target 1:
Runway Status Lights (RWSL) - Initial Operating Capability (IOC) completed at Logan (Boston) Airport. Due September 30, 2018

Internal Work Objective: Secure the Enterprise

Continuously enhance the FAA's Cyber Security posture through provision of FAA-wide Information Security and Privacy Services that properly secure agency information and reduce risk to breach of Agency Information systems. In addition, AFN will collaborate with Department of Transportation (DOT) to advance capabilities that protect against cyber threats. Successful accomplishment of this objective will be based upon assessment of risks to the system and effective response to those risks.

Internal Work Initiative: Reduce Risk to Agency Internet Protocol (IP) Based Systems

Progressively improve the agency risk posture by implementing vulnerability management processes.

Internal Work Activity: Vulnerability Management Processes

Continue to implement vulnerability management processes to address high value threats and vulnerabilities to FAA Information Systems.

Activity Target 1:
Address 80% of Internet Protocol (IP) based high value risks within 30 days. Continue to provide information to the Cybersecurity Steering Committee to assure consistent risk acceptance decisions. (IWC - ATO, ANG, ASH, AVS) Due September 30, 2018

Internal Work Activity: Information Security Continuous Monitoring (ISCM), Including Continuous Diagnostics and Mitigation (CDM)

Provide near real-time information about the agency's hardware, software, and vulnerabilities. Update policy, plans and concept of operations to support ISCM.

Activity Target 1:
Provide AIS with a list of ATO owned assets that reside on the MS Domain to support reporting of CIO FISMA Metrics to DOT for those assets. Due June 30, 2018

Internal Work Activity: Security and Privacy Response Service

The Security and Privacy Response Service provides continuous monitoring of events and an immediate response to incidents and breaches. The incident response process initiates and coordinates appropriate responses and includes ownership of the incident management process and management of communication both internally and externally as required for incidents. The Office of Information Security and Privacy will enhance the Cyber Incident Response process for the FAA.

Activity Target 1:
Participate in the FY18 annual FAA Incident Response Process (IRP) cyber exercise conducted at the WJHTC. Due August 31, 2018

Internal Work Activity: Security Compliance Service

The Security Compliance Service monitors compliance with applicable requirements, tracks response through remediation, and communicates this information to the system owners. The service supports internal audits and external audit initiatives and reporting.

Activity Target 1:
TO Target: Populate the Cyber Security Asset Management (CSAM) tool with data for supporting control inheritance for 30 ATO systems. Due August 31, 2018

Activity Target 2:
Manually enter security assessments for 25 ATO systems into the Cyber Security Asset Management (CSAM) tool. Due September 30, 2018

Internal Work Initiative: Information Security and Privacy Services

Continuously enhance the FAA's Cyber Security posture through provision of FAA-wide Information Security and Privacy Services that properly secure agency information and information systems.

Internal Work Activity: Security and Privacy Liaison Service

The Security and Privacy Liaison Service provides relationship management between consumers and the Information Security and Privacy group. In addition, coordinates policies, awareness training, as well as situational awareness communications.

Activity Target 1:
Conduct a review of the FAA privacy program to identify any process improvements needed to ensure the FAA privacy program is appropriately organized and adequately resourced to meet requirements established in the DOT Privacy Risk Management Policy. (IWC - ATO, ANG, ASH, ESC) Due July 31, 2018

Activity Target 2:
Complete a technical risk assessment of one ATO NAS system to determine the impact of a cyber-event to the Aviation Ecosystem. (IWC - ATO) Due September 30, 2018

Activity Target 3:
Collaborate with ASP, AHR, ACQ, ASH, ANG, AVS and ATO to obtain agreement on agency approach to meet requirements of the Cybersecurity Workforce Assessment Act. (IWC - AHR, ACQ, ATO, ASH, ANG, AVS) Due February 28, 2018

Internal Work Activity: System and Application Security Service

The System and Application Security Service provides a comprehensive and ongoing security assessment of systems and applications, including operating systems, web applications, databases, custom code, and other programs running on FAA systems. This service performs periodic testing for vulnerabilities and tracking of findings. Monitoring and intrusion detection and prevention are also supported.

Activity Target 1:
Review AIS provided FAA Mission Support and Research & Development (R&D) domain scan data when requested, to support identification of unauthorized connections to NAS domain infrastructure. Due February 28, 2018

Internal Work Objective: Hazard Risk Mitigation

Implement 80% of approved mitigation activities in association with ATO's Top Five (5) identified safety issues/hazards that affect safety risk in the National Airspace System (NAS).

Internal Work Initiative: Top 5 Safety Issues

Identify and address the Top 5 safety issues contributing to risk in the National Airspace System (NAS)

Internal Work Activity: AJI-3: Facilitate the completion and development of Hazard Risk Mitigation Activities

Facilitate the completion of 80% of approved activities to address the Top 5 issues/hazards in the National Airspace System (NAS) and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Plan and establish Corrective Action Plan teams to address the Top 5 issues/hazards contributing to risk in the National Airspace System (NAS). Facilitate the development and approval of corrective action and monitoring plans. Due January 31, 2018

Activity Target 2:
Convene Corrective Action Plan (CAP) teams to

assess progress of activities in the current fiscal year and determine activities that will be completed in the upcoming fiscal year. Due July 31, 2018

Activity Target 3:
Follow up with stakeholders to track the completion of activities identified for all ATO Top 5 corrective action and monitoring plans. Due August 31, 2018

Activity Target 4:
Initiate approval of the updated plans, which will define activities for upcoming fiscal year. Due August 31, 2018

Internal Work Activity: AJR-B support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues/hazards in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJI-1 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJI-2 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan

(CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJV-8 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, providing standards and procedures support to the development of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Provide standards and procedures support to the implementation of approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, providing standards and procedures support to develop recommended hazard mitigation activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Provide standards and procedures support in the review and comment process for FY19 hazard mitigation activities. Due August 31, 2018

Internal Work Activity: AJW-1 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJV-1 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJV-5 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJV-7 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJM-3 support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Activity Target 3:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 4:
Support the approval of the updated plans, which will define activities for the upcoming fiscal year, through review and comment processes. Due August 31, 2018

Internal Work Activity: AJT-C Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Internal Work Activity: AJT-E Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Internal Work Activity: AJT-W Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) issues/hazards in the NAS. Due August 31, 2018

Internal Work Activity: AJT-2 Support for the completion and development of Hazard Risk Mitigation activities

Support the completion of 80% of approved activities to address the top five (5) issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Activity Target 1:
Participate as needed on Corrective Action Plan (CAP) teams, and support the development/approval of corrective action and monitoring plans to address the top five (5) issues/hazards contributing to risk in the NAS. Due January 31, 2018

Activity Target 2:
Participate as needed on Corrective Action Plan (CAP) teams, to assess progress of activities to date and recommend activities that could be implemented in future fiscal years. Due July 31, 2018

Activity Target 3:
Participate in review and comment processes in support of approval coordination for the updated plans, which will define activities for the upcoming fiscal year. Due August 31, 2018

Internal Work Initiative: System Service Reviews (SSR) in support of Hazard Risk Mitigation

Conduct System Service Reviews (SSR) in support of Hazard Risk Mitigation.

Internal Work Activity: AJT-W support of Hazard Risk Mitigation with the completion of System Service Reviews (SSR)

AJT-W will partner with AJW-W in support of Hazard Risk Mitigation with the completion of System Service Reviews.

Activity Target 1:
Conduct joint System Service Reviews (SSR) with Technical Operations for events causing system outages that impact air traffic operations or result in system delays. Due September 30, 2018

Internal Work Objective: Preservation of Navigable Airspace through Vertical Obstruction Evaluation Program

Airspace Services' Obstruction Evaluation Group (OEG) preserves the National Airspace System (NAS) through aeronautical studies coordinated across lines of business and partner agencies. Aeronautical studies are conducted upon receiving notice of actual or proposed construction as mandated in 14 CFR, Part 77, Safe, Efficient Use, and Preservation of Navigable Airspace. Through a coordinated aeronautical study, the OEG determines the extent of any adverse impact on the safe and efficient use of airspace, facilities, or equipment and issues formal determinations. The OEG's Quality Management System

(QMS) is certified against International Organization for Standardization's (ISO) criteria (ISO 9001:20008) and is the bulwark of accurate, repeatable, and defendable determinations.

Internal Work Initiative: Improve FAA's Obstruction Evaluation Program

FAA's Obstruction Evaluation Program will continue to make improvements in Vertical OE Quality, Process Efficiency, and training, all while building a culture of collaboration.

Internal Work Activity: Improve Vertical OE Quality

Improve quality of vertical obstruction evaluation program, emphasizing timely, accurate, repeatable, and defendable results under a QMS certified against ISO criteria.

Activity Target 1:
Surpass all QMS objectives. Due September 30, 2018

Activity Target 2:
Distribute lessons learned/best practices from audits and brief during scheduled monthly training sessions. Due September 30, 2018

Internal Work Activity: Improve Vertical OE Process Efficiency

Improve aeronautical study efficiency through partnerships with stakeholders. This includes cross-talk on recent relevant cases and academic instruction on automation changes and opportunities for growth through improved use of all available tools.

Activity Target 1:
Identify opportunities to eliminate duplicative work with Aeronautical Information Services. Due November 30, 2017

Internal Work Activity: Build a Culture of Collaboration

Developing methods and practices to involve all key stakeholders in a clear and transparent system.

Activity Target 1:
Develop customer feedback/survey strategy by the end of December, 2017 and implement by March 31, 2018. Due March 31, 2018

Activity Target 2:
Conduct 4 courses/listening sessions for industry stakeholders. Due September 30, 2018

Internal Work Activity: Relevancy of Basic OE/AAA Course to all Divisions

Feedback from managers across lines of business, who's employees use the internet Obstruction Evaluation/Airport Airspace Analysis (iOEAAA) enterprise solution for on- and off-airport obstruction evaluation indicate the current course may not meet the needs of divisions responders. Therefore, we will evaluate, and if possible, improve relevancy of the FAA's Basic OE Course so that we can exceed stakeholder expectations.

Activity Target 1:
Establish workgroup (Airspace Services, Office of Airports, Flight Standards, and Tech Ops) to evaluate the existing curriculum and standard operating procedures Due November 30, 2017

Internal Work Objective: Voluntary Safety Reporting Program

To comply with Technical Operations Safety Action Plan (T-SAP) Memorandum of Understanding (MOU) by providing efficient analysis functionality for acceptance of NAS Safety Reports, which will require a major re-write, testing, and review for acceptance in order to provide program users and reviewers the necessary access and functions to submit, review, analyze, categorize and track reports in accordance with the new T-SAP MOU.

Internal Work Initiative: Technical Operations Safety Action Program (T-SAP) Software Upgrade

Upgrade and modify program software to comply with new requirements in the new Technical Operations Safety Action Plan (T-SAP) Memorandum of Understanding (MOU) to provide timely and more efficient report processing capabilities.

Internal Work Activity: Rewrite Technical Operations Safety Action Program (T-SAP) Software

Rewrite program software to increase functionality of the current site by automating many program user manual functions required to access, submit, review, analyze, categorize and track reports.

Activity Target 1:
Interim review of software functionality, and

preparation for information and program move / transition into new hardware Due March 31, 2018

Activity Target 2:
Final review of software and hardware upgrades to ensure proper acceptance and follow-up with any final fixes prior to implementation. Due September 30, 2018

Internal Work Objective: Human Performance

Develop updated taxonomies for the Airborne and Surface Risk Analysis Panels that incorporates factors impacting human performance, and is harmonized with EUROCONTROL.

Internal Work Initiative: Enhance Human Performance Risk Analysis Processes

Refine and harmonize risk assessment taxonomies to align with Eurocontrol that enable RAP panel members to consistently identify factors impacting human performance.

Internal Work Activity: Enhance Human Performance Assessment Capabilities of RAP

Develop recommended enhancements and supporting documentation for Airborne and Surface Risk Analysis Process (RAP) related to identifying factors impacting human performance. Due January 31, 2018

Activity Target 1:
Complete human factors assessment of existing Surface and Airborne Risk Analysis Process (RAP) taxonomies through working group sessions with Quality Assurance (QA) representatives. Due November 30, 2017

Activity Target 2:
Deliver recommended Surface and Airborne RAP taxonomy updates along with supporting documentation (examples, definitions, etc.) to QA. Due January 31, 2018

Internal Work Activity: Test and Harmonize Human Performance Enhancements

Prepare enhanced taxonomy for implementation through testing, refinement, and harmonization efforts. Due: June 30, 2018

Activity Target 1:
Refine human performance taxonomy using evidence-based recommendations from trial assessment of enhanced taxonomy data. Due February 28, 2018

Activity Target 2:
Harmonize human performance taxonomy recommendations with Quality Assurance (QA) stakeholders and international organizations. Due June 30, 2018

Internal Work Initiative: Collect and Analyze Human Performance Safety Data:

ATO will have established a process for collecting human performance safety data present in NAS safety events. Due: September 30, 2018.

Internal Work Activity: Human Performance Safety Data Collection:

Provide investigators with tools and processes to collect human performance data from NAS safety events. Due: March 31, 2018

Activity Target 1:
Establish a repeatable process for collecting human performance data from NAS safety events. Due December 31, 2017

Activity Target 2:
Develop a repository of human performance data collected from NAS safety events. Due March 31, 2018

Internal Work Activity: Conduct Human Performance Analysis of Aggregate Data:

Implement a process to analyze the factors impacting human performance collected across multiple NAS safety events. Due August 31, 2018

Activity Target 1:
Aggregate human performance data from Event Investigations Manager(EIM), Human Performance investigations and other available data sources. Due April 30, 2018

Activity Target 2:
Complete an aggregate human performance analysis. Due August 31, 2018

Internal Work Objective: Risk Continuum (Based on Fatalities)

Enable more effective risk analysis, mitigation, and safety performance monitoring by evolving the predictive risk assessment methodology into a risk continuum to assess the potential for fatal accident attributed to air traffic control.

Internal Work Initiative: Prepare Risk Continuum for Implementation

Mature the risk continuum concept into a repeatable, operational process.

Internal Work Activity: Define Draft Language Updates for the SMS Manual (Risk Continuum)

Develop draft language updates for the SMS Manual for review and preparation for approval Due September 30, 2018

Activity Target 1:
Continue to populate ATO Risk Triangles and draft methodology for their use. Due August 31, 2018

Activity Target 2:
Develop draft Risk Continuum Process and Align with ATO Safety Risk Management Descript-Identify-Analyze-Assess-Treat (SRM DIAAT). Due August 31, 2018

Internal Work Activity: Define updates for SMS Training

Develop Draft SMS Training revisions based upon the Risk Continuum. Due September 30, 2018

Activity Target 1:
Based on the Risk Continuum conduct a gap analysis on Safety Risk Management (SRM) Training. Due July 31, 2018

Activity Target 2:
Define required SMS Training revisions based upon the gap analysis. Due August 31, 2018

Internal Work Initiative: Tool Revision Requirements for Risk Continuum Model Implementation

Define the tool revision requirements necessary to support the Risk Continuum implementation throughout ATO's safety programs.

Internal Work Activity: Evolve the ATO Safety Management Tracking System to version 2.0

Develop requirements to enhance the Safety Management Tracking System's capability to support the current risk analysis process. Due September 30, 2018

Activity Target 1:
Define final requirements for ATO Safety Management Tracking System (SMTS) 2.0. Due November 30, 2017

Activity Target 2:
Develop SMTS 2.0 workshop and brief headquarters personnel. Due July 31, 2018

Internal Work Objective: Safety Analytical Tools & Analytics

Develop safety analytical tools and processes to identify, track, and monitor emerging trends or risk in the NAS.

Internal Work Initiative: Viable and Secure Analytics Infrastructure

Develop a viable and secure infrastructure to produce reports and tools.

Internal Work Activity: Tool Development and Support Integration

Evolve plan to integrate AJI tools development and support processes to improve data collection and reporting. Due September 30, 2018

Activity Target 1:
Identify AJI tools and applications, systems owners and establish work group. Due November 30, 2017

Activity Target 2:
Working group will assess tools, data sources, existing support resources as well as any additional infrastructure and resource requirements. Due April 30, 2018

Activity Target 3:
Develop business case assessment and options for integration - submit for management approval. Due July 31, 2018

Activity Target 4:
Formulate integration plan of management approved integration activities. Due August 31, 2018

Internal Work Activity: AJI Application Development

Develop and implement approved AJI support applications and application revisions. Due September 30, 2018.

Activity Target 1:
Collaborate with stakeholders to identify new AJI application or application revision requirements - report monthly on new requirements. Due August 31, 2018

Activity Target 2:
Receive management approval and priority for new development. Complete development plan with target dates for new AJI applications or application revisions - report monthly on new development plans. Due August 31, 2018

Activity Target 3:
Implement approved applications or revisions - report monthly on implementation status. Due August 31, 2018

Internal Work Initiative: Advanced Analytics

Develop advanced analytics to support effective risk management.

Internal Work Activity: UAS Severity Categorization

Define method for categorizing the severity and effects of UAS events within the NAS. Due September 30, 2018

Activity Target 1:
Identify critical factors of UAS events and relative weights for each factor. Due August 31, 2018

Activity Target 2:
Model the probability of collision between manned aircraft and Part 107 Small UAS. Due August 31, 2018

Activity Target 3:
Develop UAS event severity categorization process. Due August 31, 2018

Internal Work Activity: Performance Measures

Evolve safety performance measures development for new entrants. Due September 30, 2018

Activity Target 1:
Develop a causal/contributing/contextual factor analytics model. Due August 31, 2018

Activity Target 2:
Implement text mining techniques to classify and categorize events. Due August 31, 2018

Activity Target 3:
Leverage analytical capabilities to support monitoring of identified hazards and risk within the NAS - report monthly on monitoring activities. Due August 31, 2018

Activity Target 4:
Conduct management approved ad hoc safety analysis studies - report monthly on the analysis status. Due August 31, 2018

Internal Work Objective: Make Aviation Safer and Smarter

The System Operations Organization establishes the procedures, requirements and responsibilities regarding the development and implementation of operational contingency plans. When significant natural or man-made events are expected to impact the NAS the ATCSCC activates the Crisis Management Center (CMC) to ensure continuity of operations.

Internal Work Initiative: NAS Operations Group

Directs the real-time management of the NAS to ensure safe and efficient use of available airspace, equipment, and workforce resources. Responsible for planning, directing, implementing, overseeing, and continuously monitoring all programs related to air traffic control systems used by the FAA at the Air Traffic Control System Command Center (ATCSCC) and throughout the United States. Oversees and manages the establishment of program directives, policies, standards, strategies, plans, quality assessments and management methods to support the operational requirements (current and future) of national and international flight operation while partnering with aviation stakeholders for the conduct of business.

Internal Work Activity: Integration of Security Operations

Provide safe, efficient, and secure air traffic control and traffic management services to system stakeholders: Provides safe, efficient and secure air traffic management services; balancing safety and security with capacity and demand throughout the NAS. Collaborates with domestic and foreign system stakeholders to plan and regulate the flow of air traffic to minimize delays and congestion while maximizing overall efficiency.

Activity Target 1:
In collaboration with Department of Defense (DoD) and Air Traffic Services (ATS) plan, coordinate, and obtain approval for Altitude Reservation (ALTRV) requests. Ensure ALTRV requests within the NAS are approved according to guidelines. Due September 30, 2018

Activity Target 2:
In collaboration with Department of Defense (DoD) and Air Traffic Services (ATS) plan, coordinate, and obtain approval for Open Skies mission requests. Ensure 100% of Open Skies missions will be in compliance with our international treaty. Due September 30, 2018

Internal Work Activity: Quality Control Operational Review and Analysis

Review the operation on a daily basis to identify quality control issues that may impact system efficiency. Analyze data from sources including but not limited to: daily logs; voice recordings; Performance Data Analysis and Reporting System (PDARS) replays; Traffic Flow Management System (TFMS) tools; Air Traffic Operations Network (OPSNET); Aviation System Performance Metrics (ASPM); and interviews with operational personnel.

Activity Target 1:
Conduct thorough post-day reviews of the NAS operation for each day of the month and report findings at the daily meetings with the System Operations Air Traffic Manager (ATM), and staff. Due September 30, 2018

Activity Target 2:
As part of the National System Review, Quality Control (QC) prepares analysis of system events for system users/customers and QC responds to customer comments. Due September 30, 2018

Internal Work Activity: Post Event Analysis

In collaboration with the Air Traffic Manager (ATM), National Operations Managers (NOM), Deputy Directors of Systems Operation (DDSO) and Air Traffic Control System Command Center (ATCSCC) Training Office, prepare Post Event and Quality Assessments of Air Traffic Management Services.

Activity Target 1:
Quality Control will attend the daily briefings with the managers and staff. Other information will be shared via face-to-face briefings, appropriate electronic distribution or at the operational stand-up briefings Due September 30, 2018

Activity Target 2:
Conduct and prepare Post Event and Trending Analysis and Quality Assessments of air traffic management services as requested and identify areas to continually improve the safety and efficiency of services. Due September 30, 2018

Internal Work Activity: Flight Schedule Monitor (FSM) Analysis and Analyze Traffic Management Initiatives (TMIs) data

Conduct Flight Schedule Monitor (FSM) analysis in support of traffic flow management systems (TFMS) to determine the effectiveness of Collaborative Trajectory Program (CTOP), Airspace Flow Programs (AFP), Ground Delay Programs (GDP), and Ground Stops (GS). Analysis includes but is not limited to: Traffic Management Initiative (TMI) scope; TMI implementation time; TMI duration time; pop-up factor in Delay Assignment (DAS) mode and reserve rate factor in Unified Delay Program (UDP) mode; slot utilization; pop-ups; duplicate flights; and diversion recovery flights. Analyze trending of various Traffic Management Initiatives (TMIs) including Collaborative Trajectory Program (CTOP), Ground Delay Programs (GDP), Airspace Flow Programs (AFP), ground stop (GS), Miles-in-trail (MIT), delays and cancellation data. Analysis may include comparison to previous years' data to determine the year over year change to identify potential trends.

Activity Target 1:
Analyze specific flights and trending to previous years/months to determine the change on Ground Delay Programs (GDPs), Airspace Flow Programs (AFPs) and Ground Stops (GSs). In addition, analyze trending on Miles in Trail (MIT), delays and cancellation date with previous years/months. Data sources include Flight Schedule Monitor (FSM), Flight Schedule Analysis (FSA), National Traffic Management Log (NTML), OPSNET and ASPM. Due September 30, 2018

Activity Target 2:
As requested, provide reports that include the number of Ground Delay Programs (GDPs), Airspace Flow Programs (AFPs), and ground stops (GSs), average/total duration of GDP/AFP/GS, and the number of GS associated with GDP. Due September 30, 2018

Internal Work Activity: Airspace Project Support and Special Events

Support various ongoing airspace and route projects, both in the United States and Canada. This support will include attending related meetings, performing

required coordination. updating affected automation and databases and submitting data for publication.

Activity Target 1:
Participate during coordination of special events which require NAS airspace route collaboration with facilities, stakeholders and agency representatives for implementation. Due September 30, 2018

Activity Target 2:
Collaborate with cross-organizational elements such as Mission Support Services, AJV-8 (Air Traffic Procedures) in support of Optimization of Airspace and Procedures in the Metroplex (OAPM), Performance Based Navigation (PBN), Required Navigation Performance (RNP), and NextGen. Due September 30, 2018

Internal Work Activity: NAS Directives Management

Ensure agency directives, Letters of Agreement (LOA) and Standard Operating Procedures (SOP) are reviewed and updated for accuracy and compliancy with FAA Orders. Determine if a Safety Risk Management (SRM) analysis is required in compliance with the Safety Management System (SMS) and the Air Traffic Operations (ATO) Safety Guidance Order JO 1030.1A. Attend directive development and SRM meetings and conferences.

Activity Target 1:
Review and update Facility Directives, Letters of Agreements (LOA's), Standard Operating Procedures (SOP's), Safety Risk Management (SRM) updates etc., to ensure policies and procedures are documented and that changes are generated to reduce workload, comply with federal regulations, DOT orders/policies, and to maintain and improve the safety and efficiency of the NAS. Due September 30, 2018

Activity Target 2:
Update appropriate Notices/Orders to ensure Systems Operations is procedurally included in the coordination of Commercial Space events so that accurate systems impacts can be assessed and system safety ensured. Due September 30, 2018

Internal Work Activity: Holiday Airspace Release Program (HARP)

During the winter travel season, the FAA coordinates with the military for temporary access to restricted military airspace zones in order to ease airspace congestion and flight delays.

Activity Target 1:
Complete Memorandums of Understand (MOU's) and collaborate with DoD liaison and FAA ATC facilities to ensure NAS efficiency during the HARP period. Due January 31, 2018

Activity Target 2:
Coordinate and brief operations personnel and stakeholders on the release of the Holiday Airspace Release Program (HARP) for the Thanksgiving and Christmas travel periods. Due January 31, 2018

Activity Target 3:
Analyze the Air Traffic use of Special Activity Airspace (SAA) during the Holiday Airspace Release Program (HARP). Forward analysis to Department of Defense (DoD). Due March 31, 2018

Internal Work Activity: Implementation of the NAS Vision Action Plan

Provide participation, coordination and collaboration of efforts for the integration and implementation of the NAS Vision Action Plan.

Activity Target 1:
Complete a status report regarding the NAS Vision 2018. Due March 31, 2018

Activity Target 2:
Serve as the focal point for the implementation of the NAS Vision 2018. Continue to assess, refine and modify the plan through the collaboration of the involved facilities and stakeholders. Determine the training necessary for the participating parties. Due September 30, 2018

Internal Work Activity: Provide Safe, Efficient and Secure Air Traffic Control and Traffic Management Services to System Stakeholders

In collaboration with Air Traffic Services (ATS), provide safe, efficient and secure air traffic control and traffic management services; balancing safety and security with capacity and demand throughout the NAS. Collaborate with domestic and foreign system stakeholders to plan and regulate the flow of air traffic to minimize delays and congestion while maximizing overall efficiency.

Activity Target 1:
In collaboration with Air Traffic Services allow Collaborative Decision Making (CDM) members to make specific requests on individual flight issues

through the Tactical Customer Advocate (TCA) web page. Due September 30, 2018

Internal Work Activity: National Efficiency Initiative

Lead the cross organizational collaborative group that will advance the national efficiency initiative.

Activity Target 1:
Conduct and prepare Post Event and Trending Analysis and Quality Assessments of air traffic management services and identify areas to continually improve the safety and efficiency of services. Due September 30, 2018

Activity Target 2:
Collaborate with customers to refine the procedures, decision making process, and communication required for severe weather avoidance plan (SWAP) events. Due September 30, 2018

Internal Work Activity: Facility Automation and Infrastructure Support

Review and evaluate facility automation and infrastructure support operations to improve the NAS and Air Traffic Control System Command Center (ATCSCC) facility performance.

Activity Target 1:
Oversee and integrate the PERTI, Doolittle (Space Operations) and other facility infrastructure. Due September 30, 2018

Internal Work Activity: Provide Upgrades to Sustain the Traffic Flow Management System (TFMS)

Provide upgrades to sustain the Traffic Flow Management System (TFMS), including legacy applications, Collaborative Air Traffic Management Technologies (CATMT) capabilities and Route Availability Planning Tool (RAPT) prototype. Provide upgrades that cover all activities to maintain systems, including but not limited to: technical refresh of existing hardware and software, 56 day Chart updates, development of requisite information security documentation, system documentation, Problem Trouble Report (PTR) fixes and updates to the information contained in the system and applications for sustainment.

Activity Target 1:
Provide information for the tri-annual update to the National Traffic Management Log (NTML)/Operational Information System (OIS) runway configuration, Airport Arrival Rate (AAR) and Airport Departure Rate (ADR) data. Due September 30, 2018

Activity Target 2:
Provide operational input and set severity levels and priorities to Program Management Organization, AJM Sustainment reviews: Deployment Readiness Reviews (DRR), Review Change Requests (CRs) and Program Technical/Trouble Reports (PTRs). Due September 30, 2018

Internal Work Activity: Traffic Flow Management System (TFMS) Support

Traffic Flow Management System (TFMS) Support: Provide support to sustain the Traffic Flow Management System (TFMS). Support activities to maintain systems, including but not limited to: technical refresh of existing hardware and software, 56 day Chart updates, development of requisite information security documentation, system documentation, Program Technical/Trouble Report (PTR) fixes and updates to the information contained in the system and applications.

Activity Target 1:
Provide operational expertise for Traffic Flow Management System (TFMS) software development, testing (i.e., Human in the Loop, End to End…), Operational Testing & Evaluation (OT&E) simulation and Key Site Acceptance Test (KSAT) and for prioritization of Traffic Flow Management System (TFMS) Software Development Release List and work package capabilities. Due September 30, 2018

Internal Work Activity: FIELD LEADERSHIP EAST NORTH FY2018 Critical Planning and Operational Capacity and Efficiency Performance Review

Provides leadership to ensure NAS efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management

and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location.

Activity Target 1:
Serve as the focal point for the coordination and collaboration of planning events affecting NAS capacity and efficiency. Due September 30, 2018

Activity Target 2:
Serve as NAS Operations focal point for the Northeast Corridor Initiative. Due September 30, 2018

Internal Work Activity: FIELD LEADERSHIP EAST SOUTH FY2018 Critical Planning and Operational Capacity and Efficiency Performance Review

Provides leadership to ensure NAS efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location.

Activity Target 1:
Serve as the focal point for the coordination and collaboration of planning events affecting NAS capacity and efficiency. Due September 30, 2018

Activity Target 2:
Serve as NAS Operations focal point for the Caribbean Initiative. Due September 30, 2018

Internal Work Activity: FIELD LEADERSHIP CENTRAL FY2018 Critical Planning and Operational Capacity and Efficiency Performance Review

Provides leadership to ensure NAS efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location.

Activity Target 1:
Serve as the focal point for the coordination and collaboration of planning events affecting NAS capacity and efficiency. Due September 30, 2018

Internal Work Activity: FIELD LEADERSHIP WEST NORTH FY2018 Critical Planning and Operational Capacity and Efficiency Performance Review

Provides leadership to ensure NAS efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location.

Activity Target 1:
Serve as the focal point for the coordination and collaboration of planning events affecting NAS capacity and efficiency. Due September 30, 2018

Internal Work Activity: FIELD LEADERSHIP WEST SOUTH FY2018 Critical Planning and Operational Capacity and Efficiency Performance Review

Provides leadership to ensure NAS efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location.

Activity Target 1:
Serve as the focal point for the coordination and collaboration of planning events affecting NAS capacity and efficiency. Due September 30, 2018

Activity Target 2:
Serve as the NAS Operations focal point for LAX Runway Reconstruction. Due September 30, 2018

Internal Work Activity: Commercial Space Resource Allocation

Support Space Operations by providing oversight of resource allocations to assist in the coordination with multiple LOBs/SOs to develop and implement briefings, notification processes, decision authority processes, procedures and directive changes for the safe integration of space launches in the NAS to ensure maximum capacity and efficiency. Work with the Commercial Space Integration position to expand the capabilities, requirements and infrastructure to meet future demand as space missions increase allowing safe integration of space traffic into the NAS.

Activity Target 1:
Provide support to the NAS Operations System Operations Command Center (ATCSCC) and affected ATC facilities during space launch and re-entry operations. Recommend policy and procedures based on NAS impacts. Develop repeatable standards to ensure clear lines of communication and expectations. Due September 30, 2018

Activity Target 2:
Co-leads the Joint Space Operations Group (JSPOG) team to assess and implement a planning & management process that supports improved integration of current space operations. This includes the publishing of Standard Operating Procedures (SOP) that define roles and responsibilities and attend regular internal FAA meetings with stakeholders affected by space, and other external stakeholders. Due September 30, 2018

Internal Work Activity: Commercial Space Collaboration with Government and System Stakeholders

Coordinate and collaborate with NAS Air Traffic Facilities the Office of Commercial Space Transportation (AST), NextGen, NASA, Department of Defense, and system stakeholders to provide for the safe, efficient, and secure operation of space vehicles through the NAS.

Activity Target 1:
Identify, evaluate and document space activities/operations impact on the NAS. Due September 30, 2018 Due September 30, 2018

Internal Work Activity: Integrate New NAS Entrants

Safely and efficiently integrate new types of operations, such as commercial space and unmanned aircraft, into the NAS and enable the benefits these operations will provide.

Activity Target 1:
Participate in the development of an Agency-level Space Concept of Operations (CONOPS) for airspace integration. Due September 30, 2018

Activity Target 2:
Provide support to the Air Traffic Control System Command (ATCSCC) Center and affected Air Traffic Control (ATC) facilities during commercial space launch and reentry operations for which tactical support is required. Due September 30, 2018

Internal Work Activity: Provide National Weather Service (NWS) Meteorologists at each Air Route Traffic Control Centers (ARTCCs) and the Air Traffic Control System Command Center (ATCSCC)

Provide funding for an Interagency Agreement (IAA) with the National Weather Service (NWS) to provide meteorological consultation, and advice regarding weather events that may have potential impacts on air traffic operations.

Activity Target 1:
90% Evaluation completion of meteorological services at selected at selected FAA Facilities. Due September 30, 2018

Activity Target 2:
90% Participation in Traffic Flow Management Convective Forecast (TCF) (starts MAR 2018). Due September 30, 2018

Internal Work Activity: Expand the Operational Implementation of Plan, Execute, Review, Train, & Improve (PERTI)

Expand the operational implementation of the PERTI initiative by extending the strategic planning horizon, improving the transition of the plan to the execution phase, performing a comprehensive review of the effectiveness for the execution of the plan and drive learning into the operational environment.

Activity Target 1:
Extend the planning horizon. Develop Advanced Plan Timeline out to 48 hours. Due November 30, 2017

Activity Target 2:
Transition of the Plan - pre-tactical to tactical transition. National Traffic Management Officer's (NTMO's) initiate daily operational plan process. Due November 30, 2017

Activity Target 3:
Development of a Planning Team. Due February 28, 2018

Activity Target 4:
Development of a structured review of the plan transition - pre-tactical to tactical. Due February 28, 2018

Activity Target 5:
Develop interactive training process and schedule for PERTI activities. Due March 28, 2018

Activity Target 6:
Tracking operational insights and lessons learned into the operation. Due September 30, 2018

Internal Work Activity: Explore Cognitive Computing Applications in the PERTI Process

Gain an understanding of how the data currently maintained by the ATO can be interacted with to assist personnel in learning how to better manage the NAS. Use cognitive computing to enable decisions in rapidly changing environments. Cognitive computing will identify and alert operators to conditions that require a decision, as it develops and analyzes possible courses of action.

Activity Target 1:
Work with the NextGen organization on defining initial cognitive computing objectives. Due January 31, 2018

Activity Target 2:
Define initial data and information for National Traffic Management Log (NTML), Time Based Flow Management (TBFM), etc. to meet objectives. Due February 28, 2018

Internal Work Activity: Serve as the national focal point for ATO Operational Contingency (ATOC) Plans

Serve as the focal point for ATO Operational Contingency Planning. Implement national ATOC governance, tools and policy that supports improved NAS responsiveness during loss of air traffic service events.

Activity Target 1:
CONOPS/Demo - Improve the viability of Operational Contingency Plans (OCP) by completing the Continuity of Service Demo (CSD) report, the draft En Route Concept of Operations (CONOPS), and provide the draft CONOPS it to the three Service Centers/Areas by the end of the first Quarter FY 2018. Due December 31, 2017

Activity Target 2:
Improve the viability of Operational Contingency Plans (OCP) by completing a Tower/TRACON demonstration and/or table top, a draft Concept of Operations (CONOPS), and provide the draft CONOPS to the three Service Centers/Areas by the end of the second Quarter FY 2018. Due March 31, 2018

Activity Target 3:
Database Stabilization. Implement system update to the FAA OCP database tool (ACT2) to address existing system deficiencies by completing the product update and operational use by the end of the third Quarter FY 2018. Due June 30, 2018

Internal Work Activity: AJR-1 Support Significant Incident Management by implementing new ATOC quality control and process improvements before, during, and after a loss of service events

Support significant incident management by implementing new ATOC quality control and process improvements before, during, and after a loss of service events.

Activity Target 1:
Communications Improvements - Develop a Standard Operating Procedure (SOP) and agreement with industry via the National Customer Forum (NCF) that defines an improved communication practice between FAA and industry leadership for an ATC Zero events at a Center or Core-30 Airport/TRACON by the end of the first Quarter FY 2018. Due December 31, 2017

Activity Target 2:
Drill and Exercise - Develop a Standard Operating Procedure (SOP) and conduct table-top drills to exercise the Occupational Contingency Plans (OCP's) at two sites by the end of second Quarter FY 2018. Due March 31, 2018

Activity Target 3:
Quality Control - Implement and conduct the QA/QC review of facility Operational Contingency Plans (OCP) by the ATOC office, completing the review of ten (10) sites by the end of the fourth Quarter FY 2018 Due September 30, 2018

Internal Work Activity: AJR NAC Recommendation

NextGen Priorities Implementation Milestones for 80% OSI and 90% Corporate STI and Strategic Initiative

Activity Target 1:
Increase Data Sharing providing Surface Surveillance MLAT CAT 10 data (MA and Incidental NMA) to Industry via SWIM. Due September 30, 2018

Internal Work Initiative: MAP

The improved MAP numbers will be based on Mitre's Workload study with input and verification from each facility.

Internal Work Activity: Improve the Monitor Alert Parameter (MAP) Process

AJR-1 Support Data and Information Management: Complete implementation of the new MAP setting process. Legacy MAP numbers were set over 20 years ago and only minor adjustments have been made. The improved MAP numbers will be based on Mitre's Workload study with input and verification from each facility.

Activity Target 1:
Complete phase two roll out of the new MAP numbers, in collaboration with AJT, AJR and AJI. Due March 31, 2018

Activity Target 2:
Develop the waterfall for implementation regarding the final phase of the initiative and execute the waterfall for the remaining facilities. Due September 30, 2018

Activity Target 3:
Develop and implement changes to FAA Handbook 7210.3, Chapter 17, Section 8, Monitor Alert Parameter. Due September 30, 2018

Activity Target 4:
Collaborate with representatives from System Operations (AJR-1) to develop and implement Monitor Alert Parameter (MAP) number adjustments at three (3) Air Route Traffic Control Centers (ARTCC). Due September 30, 2018

Activity Target 5:
Collaborate with representatives from System Operations (AJR-1) to develop and implement Monitor Alert Parameter (MAP) number adjustments at eight (8) Air Route Traffic Control Centers (ARTCC). Due September 30, 2018

Activity Target 6:
Collaborate with representatives from System Operations (AJR-1) to develop and implement Monitor Alert Parameter (MAP) number adjustments at three (3) Air Route Traffic Control Centers (ARTCC). Due September 30, 2018

Internal Work Objective: Air Traffic Services Technical Advisory Group

Collaborate across service units to resolve field concerns and provide subject matter expertise as necessary. Ensure policies and processes are executed uniformly.

Internal Work Initiative: Air Traffic Services national policy and operational concerns.

Collaborate across service units to resolve field concerns and provide subject matter expertise as necessary

Internal Work Activity: AJT-2 7210. New Start Order: Federal Contract Tower Program

The AJT-2 7210. New Start Order will give process guidance for each phase to new entrants into the Federal Aviation Administration (FAA) Contract Tower (FCT) Program.

Activity Target 1:
Distribute the New Start Order for the new entrants into the Federal Aviation Administration (FAA) Contract Tower (FCT) Program. Due March 31, 2018

Internal Work Activity: Trajectory Based Operations (TBO)

Finalize Change Management Plan and optimize this plan for the next regional area implementation. TBO is Time Based Management (TBM) plus Performance Based Navigation (PBN).

Activity Target 1:
Finalize Trajectory Based Operations (TBO) Change Management Plan. Due April 30, 2018

Internal Work Activity: Identify Friend/FOE (IFF) and Global Positioning System (GPS) Interference Testing

GPS testing by DoD/other Government Agencies.

Activity Target 1:
Conduct Safety Risk Management Panel (SRMP) with DoD and industry. Due June 30, 2018

Internal Work Objective: Traffic Analysis and Review Program (TARP +)

Validate Traffic Analysis and Review Program (TARP+) safety tool algorithm parameters to facilitate conversion from a compliance based event detection system to a risk based event detection system.

Internal Work Initiative: Traffic Analysis and Review Program (TARP+)

Implement risk based event detection to more accurately identify and assess risk in the NAS.

Internal Work Activity: Traffic Analysis and Review Program (TARP +)

Validate Traffic Analysis and Review Program (TARP+) safety tool algorithm parameters to facilitate conversion from a compliance based event detection system to a risk based event detection system. Due: September 30, 2018

Activity Target 1:
Train Quality Assurance (QA) validation specialists on the risk based detection algorithm and methodology for evaluating identified safety events and documenting feedback for improvement. Due February 28, 2018

Activity Target 2:
Produce refined risk detection algorithm, addressing identified feedback/ requirements and implementing necessary changes, for final TARP+ testing phase. Due August 31, 2018

Internal Work Objective: Runway Safety Risk Management, Risk Based Surface Safety Policy, and Lessons Learned/Outreach

Enhance the product from Runway Safety Action Team's by ensuring each team meets, or exceeds, the requirements. Establish consensus among Runway Safety stakeholders on a policy to assess and quantify the risk in runway safety events. Address precursors, as well as latent risks by proactively providing event trend summaries and best practices to the field.

Internal Work Initiative: Runway Safety Risk Management

Enhance the product from Runway Safety Action Team's (RSAT) by ensuring each team meets, or exceeds, the requirements. Due: September 30, 2018

Internal Work Activity: Runway Safety Risk Management

Modernize Runway Safety Action Team's (RSAT) technological capabilities. Due: September 30, 2018

Activity Target 1:
Demonstrate capability to develop prototype web based RSAT data visualization and Runway Safety Action Teams (RSAT) workflow tool. Due November 15, 2017

Activity Target 2:
Acquire licenses & software. Due February 28, 2018

Activity Target 3:
Establish portfolio of operational peer groups and their best practices managing runway safety risk. Due March 31, 2018

Activity Target 4:
Demonstrate capability to establish and maintain effectiveness metrics for related Runway Safety initiatives. Due September 30, 2018

Internal Work Initiative: Risk Based Surface Safety Policy

Establish consensus among Surface Safety stakeholders on a policy to assess and quantify the risk in runway safety events

Internal Work Activity: Risk Based Surface Safety Policy

Set a risk based policy for runway safety events that is not limited to the definition of a runway incursion event. Establish consensus among Runway Safety stakeholder on a policy to assess and quantify the risk in runway safety events.

Activity Target 1:
Establish a workgroup to develop the key tenets of the policy. Due December 31, 2017

Activity Target 2:
Establish a risk based policy for runway safety events that is not limited to the definition of a runway incursion event. Due July 31, 2018

Activity Target 3:
Produce draft order updates for review and comment. Due September 30, 2018

Internal Work Initiative: Lessons Learned/Outreach

Enhance FAA's capability to provide actionable best practices to the field.

Internal Work Activity: Lessons Learned/Outreach

Enhance FAA's capability to provide actionable best practices to the field. Due: September 30, 2018

Activity Target 1:
Establish collaborative workgroup to identify strategy. Due December 31, 2017

Activity Target 2:
Document process and format for delivery of lessons learned package (i.e. Replay or pdf). Due July 31, 2018

Activity Target 3:
Distribute outreach materials to field facilities and target audience. Due September 30, 2018

Internal Work Objective: System Risk Event Rate (SRER)

Reduce risks in flight by limiting the rate of the most serious losses of standard separation to ten or fewer for every thousand losses of standard separation within the National Airspace System.

Internal Work Initiative: Advance Safety Initiatives through the Safety Roundtable

Advance safety initiatives to enable NextGen capabilities by coordinating and collaboratively agreeing on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources. This work will be formally coordinated with ATO Service Units with AJI-15 serving as the lead

Internal Work Activity: Lead Coordination with the Executive Steering Committee

Lead ATO collaborative efforts to coordinate and agree on safety strategies aimed to enhance organizational performance, manage risk and achieve prioritization of safety resources.

Activity Target 1:
In coordination between AJI-24 and ATO Executive Safety Advocates, identify all Air Traffic 2018 round 2 recurrent training topics Due March 31, 2018

Activity Target 2:
In coordination between AJI-24 and ATO Executive Safety Advocates, identify all 2019 Air Traffic round 1 recurrent training topics. Due August 31, 2018

Activity Target 3:
In coordination between AJI-31 and ATO Safety Executive Advocates, support transition and implementation of the Continuous ATO Top 5 Program, by ensuring pertinent ATO participation in at least 3 workgroups, identification of at least 2 mitigations that can be implemented by the ATO, and implementation of at least one mitigation action. Due September 30, 2018

Deliver Benefits Through Technology/Infrastructure

The nation's air traffic system is based on infrastructure that was largely built 50 years ago and is out of balance with our stakeholders' changing needs. Through NextGen the FAA is redefining the NAS and is delivering benefits to system users, such as reduced fuel costs, reduced delays, and reduced environmental impact. Great technological advancements require the ATO to safely integrate new types of user technologies, such as unmanned aircraft systems and commercial space vehicles, into the airspace.

Under the FAA's Strategic Initiatives ATO concentrates on NAS Efficient, Streamlined Services (NESS) and supports other FAA organizations in Achieving NextGen Benefits, UAS Integration, and Commercial Space Integration. Using systems and processes in place today, the length of time to process airspace authorizations is not always timely. ATO is revising efforts to reduce authorization processing time via the DroneZone, Low Altitude Authorization and Notification Capability (LAANC), and process improvements.

In October 2017, the FAA submitted the NextGen Priorities Joint Implementation Plan Update Including the Northeast Corridor to the U.S. Congress. This plan follows the NextGen Priorities Joint Implementation Plan, 2017-2019, which was submitted in October 2016 and the NextGen Priorities Joint Implementation Plan, 2014-2017, which was submitted in October 2014. The plan contains the high-level commitments of FAA and the aviation community and a timeline of capability milestones and locations. The commitments continue through FY2019. ATO continues to implement NextGen capabilities in four focus areas: Improved Multiple Runway Operations, Performance Based Navigation, Surface Operations and Data Communications. Starting the FY2018 ATO added a new focus area: Northeast Corridor.

Strategic Objective: National Airspace System

Lay the foundation for the NAS of the future by achieving prioritized NextGen benefits, integrating new user entrants, and delivering more efficient, streamlined services.

Strategic Initiative: NAS Efficient, Streamlined Services

Examine existing services to affect a rebalancing of our operations; reducing infrastructure footprint to reduce costs and increase efficiency; leverage technology and innovative business models to efficiently manage provision, develop lean maintenance and parts strategy, revalidate sites' needs for systems that are deployed, appropriately align workforce to match NAS footprint, consolidate and modernize facilities, and maximize the use of new technologies by phasing out/reducing the use of old capabilities.

Strategic Activity: NAS Efficient Streamlined Services Oversight

Support the Strategic Initiative Group (SIG) under the NAS Initiative called NAS Efficient, Streamlined Services (NESS). NESS Initiative plans to examine existing services to effect a rebalancing of our operations; reducing infrastructure footprint to reduce costs and increase efficiency.

Activity Target 1:
Coordinate the development of FY18 activities and interim milestones with Program Offices supporting NAS Efficient Streamlined Services (NESS). Due December 31, 2017

Activity Target 2:
Facilitate NAS Efficient, Streamlined Services (NESS) status meetings and report progress to ATO Chief Operating Officer on challenges, accomplishments and next steps. Due September 30, 2018

Strategic Activity: Flight Service NAS Efficient Streamlined Services (FSNESS): Begin implementation to eliminate Flight Service responsibility for filing Flight Restricted Zone (FRZ) flight plans by re-engineering service from contracted service provider to Air Traffic

Transform operational service delivery methods by adaptation of innovative technologies and business solutions.

Activity Target 1:
[Interim Milestone FSNESS]: Obtain Policy Decision Memo approval. Due January 31, 2018

Activity Target 2:
[NESS Target FSNESS]: Begin implementation to eliminate Flight Service responsibility for filing Flight Restricted Zone (FRZ) flight plans by re-

engineering service from contracted service provider to Air Traffic Services. Due June 30, 2018

Strategic Activity: Future Flight Service Program (FFSP): Deliver draft Final Screening Information Request (SIR) Package to Contracting Officer

Proposed performance based service contract that will provide flight service operations for the Contiguous United States (CONUS), Alaska, Hawaii and Puerto Rico.

Activity Target 1:
[Interim Milestone FFSP]: Review and evaluate vendor responses for impact to Final Screening Information Request (SIR) Package. Due October 31, 2017

Activity Target 2:
[NESS Target FFSP]: Deliver draft Final Screening Information Request (SIR) Package to Contracting Officer. Due July 31, 2018

Strategic Activity: Future Flight Service Program (FFSP): Deliver draft Final Program Requirements Document (FPRD) to the Program Manager

Proposed performance based service contract that will provide flight service operations for the Contiguous United States (CONUS), Alaska, Hawaii and Puerto Rico.

Activity Target 1:
[Interim Milestone FFSP]: Complete ANG-B review of draft Final Program Requirements Document (FPRD). Due March 31, 2018

Activity Target 2:
[NESS Target FFSP]: Deliver draft Final Program Requirements Document (FPRD) to Program Manager. Due September 30, 2018

Strategic Activity: Performance Based Navigation (PBN) NAS Nav Strategy: Complete draft implementation schedule of Instrument Flight Procedure (IFP) streamlined process

Performance Based Navigation.

Activity Target 1:
[Interim Milestone PBN]: Provide proposal to ATO Leadership of streamlined Instrument Flight Procedure (IFP) Processes. Due January 31, 2018

Activity Target 2:
[Interim Milestone PBN NAS Nav Strategy]: Receive recommendation from ATO Leadership based on proposal of the streamlined Instrument Flight Procedure (IFP) Processes Due March 31, 2018

Activity Target 3:
[NESS Target PBN NAS Nav Strategy]: Complete draft implementation schedule of Instrument Flight Procedure (IFP) streamlined process. Due June 30, 2018

Strategic Activity: Reduce NAS Infrastructure in support of the transition to Performance Based Navigation (PBN): Initiate Instrument Flight Procedure (IFP) cancellation and reduction of redundant circling lines of minima

Reduce NAS Infrastructure in support of the transition to Performance Based Navigation (PBN)

Activity Target 1:
[Interim Milestone Reduce NAS Infrastructure]: Adjudicate all comments received from the Federal Register. Due June 30, 2018

Activity Target 2:
[NESS Target Reduce NAS Infrastructure]: Initiate Instrument Flight Procedure (IFP) cancellation and reduction of redundant circling lines of minima. Due September 30, 2018

Strategic Activity: Ground-Based NAVAIDS Reduction in support of the transition to PBN: Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON): Discontinue four (4) Very High Frequency Omni-directional Ranges (VORs)

Program will reduce VORs by approximately 30%. This initiative can be accomplished because the NAS is transitioning to Performance Based Navigation (PBN) which VORs do not support. Aircraft without DME-DME RNAV will revert to using the MON during a GPS outage. VOR MON will provide basic Enroute and approach service to enable safe landing to a suitable destination.

Activity Target 1:
[Interim Milestone VOR MON]: Conduct Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON) program coordination meeting with stakeholders, to finalize

the FY18 implementation plan. Due December 31, 2017

Activity Target 2:
[Interim Milestone VOR MON]: Discontinue the first of four (4) Very High Frequency Omni-directional Ranges (VORs). Due March 31, 2018

Activity Target 3:
[Interim Milestone VOR MON]: Discontinue the second of four (4) Very High Frequency Omni-directional Ranges (VORs). Due June 30, 2018

Activity Target 4:
[NESS Target VOR MON]: Discontinue 4 Very High Frequency Omni-directional Ranges (VORs) Due September 30, 2018

Strategic Activity: Ground Based Navaids Reduction LMRP: Convert 24 Tactical Air Navigation (TACAN)/TACAN at Very High Frequency Omni-Directional Range (VOR) (TACR) systems to High Gain Distance Measuring Equipment (DME) Antennas.

Ground Based Navaid Reduction in support of PBN: Lean Maintenance and Revalidation Program (LMRP). Convert 24 Tactical Air Navigation (TACAN)/TACAN at Very High Frequency Omni-Directional Range (VOR) (TACR) systems to High Gain Distance Measuring Equipment (DME) Antennas.

Activity Target 1:
[Interim Milestone TACAN/TACR]: Convert first set of 6 Tactical Air Navigation (TACAN)/TACAN at Very High Frequency Omni-Directional Range (VOR) (TACR) systems. Due December 31, 2017

Activity Target 2:
[Interim Milestone TACAN/TACR]: Convert second set of 6 Tactical Air Navigation (TACAN)/TACAN at Very High Frequency Omni-Directional Range (VOR) (TACR) systems. Due March 31, 2018

Activity Target 3:
[Interim Milestone TACAN/TACR]: Convert third set of 6 Tactical Air Navigation (TACAN)/TACAN at Very High Frequency Omni-Directional Range (VOR) (TACR) systems. Due June 30, 2018

Activity Target 4:
[NESS Target TACAN/TACR]: Convert 24 Tactical Air Navigation (TACAN)/TACAN at Very High Frequency Omni-Directional Range (VOR) (TACR) systems to High Gain Distance Measuring Equipment (DME) Antennas. Due September 30, 2018

Strategic Activity: Section 804: Consolidate one (1) out of the 18 recommended TRACONs.

Consolidation and Realignment of FAA Services and Facilities.

Activity Target 1:
[Interim Milestone Section 804]: Complete adaptation between Cape TRACON (K90)/ Boston TRACON (A90). Due March 31, 2018

Activity Target 2:
[NESS Target Section 804]: Consolidate one (1) out of the 18 recommended TRACONs Due June 30, 2018

Strategic Initiative: Integrating UAS into the NAS

The FAA will enable the safe integration of Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS)

Strategic Activity: Airspace Authorizations

This performance metric captures average processing time per quarter and highlights whether future changes being made by the FAA are reducing processing time. This measure provides visibility into the cumulative effectiveness of all the modernization efforts taking place today (e.g. DroneZone, LAANC, process improvements, etc). Additionally, this metric gives U.S. drone operators greater reassurance that their requests will get approved in a more timely manner. To aid in tracking progress, the FAA has marked as notional quarterly targets the following: 1% reduction by Q1 (84 days), 3% by Q2 (81 Days), 5% by Q3 (77 Days), and 6% by Q4 (72 Days). These quarterly targets supplement the tracking of the metric throughout the year, but do not supersede the yearly reduction target of 15%.

Activity Target 1:
Reduce the average time for processing Part 107 Airspace Authorizations by at least 15%. Due September 30, 2018

Internal Work Objective: Sustain National Airspace System Reliability and Availability

Sustain the Reliability and Availability of the National Airspace System.

Internal Work Initiative: Management of Technical Operations

Provide operational and financial management and oversight to the Technical Operations Service Unit.

Internal Work Activity: Management of Technical Operations

Provide operational and financial management and oversight to the Technical Operations Service Unit.

Activity Target 1:
Provide operational and financial management and oversight to the Technical Operations Service Unit. Due September 30, 2018

Internal Work Initiative: Aircraft Related Equipment Program, M12.00-00

The Aircraft Related Equipment Program ensures the FAA flight inspection aircraft fleet, composed of 28 aircraft, are equipped with systems required for inspecting, certifying, modernizing, and sustaining the National Airspace System and evolving NextGen requirements. This program provides the technical equipment upgrades and/or replacements to existing aircraft, avionics, and flight inspection mission equipment to meet current and future performance requirements.

Internal Work Activity: Flight Inspection Aircraft (Avionics & Mission Equip/Systems Modernization)

Projects related to modernizing aircraft avionics or mission equipment/systems to support new or changing regulatory requirements necessary to provide flight inspection of Performance Based Navigation and implementation of evolving NextGen systems. NAFIS - Next Generation Automatic Flight Inspection System

Activity Target 1:
Release Next Generation Automatic Flight Inspection System (NAFIS) Phase II Version 1.1.15. Due June 30, 2018

Internal Work Activity: FAA Aircraft Fleet ADS-B Equipage

Complete ADS-B equipage of FAA Flight Program Aircraft Fleet by June 30, 2019 (for all aircraft to be retained by the FAA following the FAA Flight Program Fleet Assessment/Modernization Study).

Activity Target 1:
Complete ADS-B equipage of nine (9) King Air C90GTi aircraft by June 30, 2018. Due June 30, 2018

Activity Target 2:
Complete ADS-B equipage of five (5) Lear 60 aircraft by June 30, 2018. Due June 30, 2018

Activity Target 3:
Continue ADS-B equipage installation of 17 King Air 300 aircraft in FY18; final completion of all aircraft by June 30, 2019. Due September 30, 2018

Internal Work Initiative: Flight Program Operations

Perform airborne inspection of civil and military NAVAIDS; perform flight validation/certification of Instrument Flight Procedures (IFPs); and provide services to NextGen programs and other FAA and non-FAA project sponsors that require flight inspection support.

Internal Work Activity: Flight Program Operations (NAS maintenance/sustainment)

Conduct periodic and special maintenance inspections of civil and military NAVAIDS as required by FAA Order 8200.1, U.S. Standard Flight Inspection Manual. Conduct flight validation/certification of original and amended Instrument Flight Procedures (IFPs).

Activity Target 1:
Complete 93% of restoral inspections within 48 hours when weather and Air Traffic Control permit. Due September 30, 2018

Activity Target 2:
Complete 97% of all periodic flight inspections before the expiration date of the periodic interval. Due September 30, 2018

Internal Work Initiative: AJO/AJW-14 National Airways System Engineering Group

Develops, tests and issues hardware, software & technical documentation enhancements to address national operational maintenance and reliability problems. Supports surveillance, navigation, and

infrastructure facilities to ensure safe, reliable, and efficient operations. Provides field support in response to NAS related problems and new system Acquisition & Modernization programs.

Internal Work Activity: Systems Engineering Analysis

Through systems engineering analysis, fix and enhance the NAS and non-NAS hardware, software and documentation

Activity Target 1:
Complete 170 system improvements within fiscal year. Due September 30, 2018

Internal Work Activity: Publish Policies, Handbooks and Directives

Publish and distribute various documents to improve the NAS.

Activity Target 1:
Complete 45 document improvements within the fiscal year. Due September 3, 2018

Internal Work Activity: Provide Restoration Support

Provide technical assistance for restoration/on-site requests when required. Noting that restorations may not require on-site assistance. A restoration may be facilitated via telephone assistance.

Activity Target 1:
Complete 350 restoration/on-site support within the fiscal year. Due September 30, 2018

Internal Work Activity: Provide Technical Assistance through Field Support

Administer technical support to manage and maintain NAS systems.

Activity Target 1:
Complete 7500 requests for assistance within the fiscal year. Due September 30, 2018

Internal Work Initiative: AJO/AJW-13 NAS INTEGRATION &SUPPORT GROUP (WA8E110000)

Responsible for Technical Operations for Capital Investment Programs along with NEXTGEN integration and implementation of systems in the NAS. We provide the policies, management visibility, and processes for Technical Operations lifecycle management support for NAS systems through initial acquisition, solution implementation, and receipt of equipment, installation of equipment, maintenance and final disposition. We provide tracking and control, maintenance operational concepts, maintenance policies, sustainment requirements, Human Systems Integration, remote maintenance monitoring requirements and supply support requirements to the Program Management Office, NEXTGEN Office and Mission Support Organizations.

Internal Work Activity: Facilitate In-Service Lifecycle Management

Manage and maintain operation of NAS systems and equipment.

Activity Target 1:
Review of all In-Service Management documentation (Maintenance Handbooks, Technical Instructions, Notices, Safety Alerts, Maintenance Alerts.). Due September 30, 2018

Internal Work Activity: Manage Acquisition Activities

Manage NAS pre-deployment activities.

Activity Target 1:
Review Implementation Strategy and Planning Document (ISPD) and the Integrated Logistics Report (ILSP) within 30 days of receipt. Due September 30, 2018

Activity Target 2:
Ensure all ISR checklist items under AJW-13 are reviewed and appropriate artifacts are received prior to close out of the checklist item. Due September 30, 2018

Internal Work Activity: Reliability Centered Maintenance (RCM)

Develop RCM standard and familiarization.

Activity Target 1:
Evaluate 4 NAS systems on RCM and provide recommended maintenance plan. Due September 30, 2018

Activity Target 2:
Complete agreement with second level engineering for updated plan and implement quarterly checkpoints. Due September 30, 2018

Internal Work Activity: Maintenance Support Program

Spare parts are managed through the Field Spares Inventory Program (FSI) and Supply Chain Optimization (SCO).

Activity Target 1:
Visit, mark, train and record field spare inventories for ten (10) Towers and TRACONS. Due September 30, 2018

Internal Work Activity: Remote Maintenance Monitoring (RMM)
Remote Maintenance Monitoring (RMM)

Activity Target 1:
Complete process for allowing field specialists to complete maintenance via RMM for two (2) systems as an alternative to driving to the site to perform maintenance. Due September 30, 2018

Internal Work Initiative: National Test Equipment Program (CIP#:M17.01-01)
The National Test Equipment Program (NTEP) is responsible for the purchase, calibration, maintenance, and management of FAA test equipment at over 41,000 sites. The program ensures the NAS equipment operates within technical and safety specifications. The test equipment is used by technicians to troubleshoot, repair, and certify new and legacy systems. Operational NAS systems must be certified by this test equipment before being returned to service.

Relationship to Objective: .

Internal Work Activity: Test Equipment (TE)
Test Equipment

Activity Target 1:
30 pieces of test equipment (comprised of a combination of Comm Service Monitor, Telephone Test Sets, Cable and Antenna Analyzer) will be delivered across the Technical Operations Service Areas. Due September 30, 2018

Internal Work Initiative: AJO/AJW-17 COMM, FLT SERV & WX ENG GROUP (CT88800000)
Replace with: Provides engineering services, 24x7 second level support and maintains Baseline Configurations for NAS Systems within Communications, Flight Service, and Weather domains.

Internal Work Activity: Provide Technical Assistance through Field Support
Administer technical support to manage and maintain NAS systems.

Activity Target 1:
Complete 3200 requests for assistance within the fiscal year. Due September 30, 2018

Internal Work Activity: Provide Restoration Support
Provide technical assistance for restoration support requests when required. Note that restorations may not require on-site assistance. A restoration may be facilitated via telephone assistance.

Activity Target 1:
Complete 250 restoration/on-site support within the fiscal year. Due September 30, 2018

Internal Work Activity: Publish Policies, Handbooks Directives
Publish and distribute various documents to improve the NAS.

Activity Target 1:
Complete 45 document improvements. Due September 30, 2018

Internal Work Activity: System Engineering Analysis
Through system engineering analysis, fix and enhance the NAS and non-NAS hardware, software and documentation.

Activity Target 1:
Complete 125 system improvements within the fiscal year. Due September 30, 2018

Internal Work Initiative: AJO/AJW-1C2 Spectrum Assignments and Engineering Team (WA8D200000)
Manages and coordinates the daily use of the aeronautical radio frequencies in the United States for all FAA, non-Federal, Military, and other Federal agencies. Manages and develops policies for the electromagnetic compatibility portion of the Obstruction Evaluation / Airport Airspace Analysis Program (OE/AAA). Performs electromagnetic analyses to protect NAS systems from DoD operations. Develops frequency engineering models and maintains the Automated Frequency Management System. Provides radio frequency assignment support of NextGen initiatives.

Internal Work Activity:
Manage radio frequency spectrum to satisfy NAS requirements.

Activity Target 1:
For 90% of FAA frequency requirements, obtain Frequency Transmit Authorizations (FTA's) from NTIA within 90 days from the time that the requirement is identified. Due September 30, 2018

Activity Target 2:
Provide a response to 90% of radio frequency coordination requests within 30 days from the date that a complete coordination request package is received Due September 30, 2018

Activity Target 3:
When a complete Department of Defense (DoD) Interrogation Friend or Foe (IFF) exercise package is received with the required lead time, provide an exercise concurrence message to the DoD at least 30 days prior to the start of the event for 100% of all IFF exercises Due September 30, 2018

Activity Target 4:
Complete the development of and implement to production the non-fed experimental wizard portion of the Web based Frequency Coordination Request (WebFCR) and migrate all non-federal from the analog method of submitting frequency coordination requirements to the internet portal Due January 31, 2018

Activity Target 5:
To improve the metric performance accuracy, develop a method to separate the IFF exercise requirements that come in via WebFCR from those 1030/1090 MHz military requirements that are in support of air traffic control. Due March 31, 2018

Activity Target 6:
Complete the development of and implement to production FAA Spectrum Request (WebFSR) portion of the internet portal. Migrate all FAA customers from the analog method of submitting frequency coordination requirements to the internet portal Due September 30, 2018

Internal Work Initiative: NAS QUAL ASSURANCE & PERF GROUP (WA8E00000)
The Quality Assurance and Performance Division has two main functions -- Quality Assurance and Performance Analysis. We strive to ensure a safe and efficient National Airspace System (NAS) through the effective management and operation of the infrastructure, providing quality service delivery and optimal utilization of resources. We provide FAA management with information to make decisions supporting safe, effective, and efficient operation of the NAS.

Internal Work Activity: National Oversight to the NASTEP Program
Provide national oversight to the NAS Technical Evaluation Program.

Activity Target 1:
Ensure the national NASTEP PM participates on at least two (2) Technical Field Evaluations during FY17. Due September 30, 2018

Activity Target 2:
Ensure 10% of NASTEP eligible Tech Ops facilities are visited annually. Due September 30, 2018

Activity Target 3:
Develop one TOT metrics for NASTEP compliance findings. Due September 30, 2018

Internal Work Activity: NAS Database and NAS Metrics Accuracy
Support, populate and/or report on NAS database and NAS metrics.

Activity Target 1:
Enhance or develop at least one (1) tool that improves reporting accuracy of NAS performance. Due September 30, 2018

Internal Work Activity: Improve NAS Performance Reporting Policies
Develop and/or improve NAS performance policy compliance.

Activity Target 1:
Develop Data Management/Technical Operations Tool to verify compliance with the PASS 14 hour Shift duration memorandum of understanding. Due September 30, 2018

Activity Target 2:
Generate a DMT report to assess LCSS logging Quality. Due September 30, 2018

Activity Target 3:
Generate a DMT report to count bad parts received from Depot. Due September 30, 2018

Activity Target 4:
Generate a DMT report to parts lag time. Due September 30, 2018

Activity Target 5:
Generate a DMT report to indicate Lightning related outages. Due September 30, 2018

Activity Target 6:
Generate a DMT tool to assist in scheduling work during off peak traffic. Due September 30, 2018

Internal Work Activity: Monitor NAS System Performance

Monitor, control, maintain and restore Core Airports Facilities.

Activity Target 1:
Monitor sustainment of adjusted availability for core airports. Due September 30, 2018

Activity Target 2:
Monitor sustainment of adjusted availability for NAS reportable facilities at 99.0% Due September 30, 2018

Activity Target 3:
Monitor sustainment and report the NAS reliability for core airports at 99.7% Due September 30, 2018

Internal Work Activity: National Oversight to the RMLS Program

Provide e-Technical Performance Record functionality in Remote Monitoring and Logging System tool.

Activity Target 1:
Improve the RMLS Program within Technical Operations. Due September 30, 2018

Activity Target 2:
Develop and increase the GEMPOP equipment populated profiles for the RMLS Program. Due September 30, 2018

Activity Target 3:
Ensure phased improvements of production capability of Technical Performance Records in RMLS are completed. Due September 30, 2018

Internal Work Activity: Monitor NAS System Performance

Provide national oversight to the RMLS Program

Activity Target 1:
Enhance or develop at least one tool that improves reporting accuracy of NAS performance, National Airspace System Performance Analysis System 4.0 release (Daily Data Refresh) Due September 30, 2018

Internal Work Initiative: Voice Switching and Control System (VSCS) Tech Refresh Phase 3 - (C01.02-04) (CIP#:C01.02-04)

The Voice Switching and Control System (VSCS) controls the switching mechanisms that allow controllers to select the communication channel they need to communicate with pilots, other controllers, other air traffic facilities, and commercial telephone contacts. Controllers need to be able to quickly select the proper channel, so they can communicate with pilots, coordinate with other controllers and/or contact emergency services as necessary. The VSCS Technology Refresh program will replace and upgrade hardware and software components for the voice switching systems in all 21 en route air traffic control centers. The real time Field Maintenance/Testing System at the FAA William J. Hughes Technical Center (WJHTC) and the Training System at the FAA Academy will also be upgraded to perform the same as an operational site. These upgrades will ensure that the air-to-ground and ground-to-ground communications capabilities are reliable and available for separating aircraft, coordinating flight plans, and transferring information between air traffic control facilities in the en route environment. To date, this program has replaced the VSCS internal control systems, updated the obsolete language used in some software programs, and replaced the VSCS Timing and Traffic Simulation Unit at the FAA WJHTC. This WJHTC test bed is being used to test the capabilities of the upgraded systems to determine if they meet the formal baseline requirements established for VSCS performance before they are deployed to operational field facilities. VSCS Technology Refresh Phase 3 will be dependent upon engineering analysis which will include Ground-to-Ground (G/G) node reduction efforts (approximately 10 nodes), Fiber Optic Tie Trunk (FOTT) power supply replacements (approximately 500 supplies), Local Area Network (LAN) Transceiver retrofits (approximately 7,000), and the PLM to C software conversion for the Air-to-Ground (A/G) switch. A Final Investment Decision for VSCS Technology Refresh Phase 3 was approved in November 2012.

Relationship to Objective: .

Internal Work Activity: Voice Switching and Control System (VSCS) Tech Refresh Phase 3 - (C01.02-04)

Design, develop, and test VSCS technical refresh hardware and software.

Activity Target 1:
Completion of Site Acceptance Testing of Voice Switching and Control System (VSCS) Training and Backup Switch (VTABS) PECO Power Supply Replacement at the WJHTC VSCS system. Due September 30, 2018

Internal Work Initiative: Communications Facilities Enhancement

The Communications Facilities Enhancements (CFE) program provides new or relocated radio control facilities to enhance the A/G communications between air traffic control and aircraft when there are gaps in coverage or new routes are adopted by aircraft flying through the facility's airspace.

Internal Work Activity: Expand Communications Facilities Enhancement (CFE)

Provide new or relocate radio control facilities to enhance the A/G communications services.

Activity Target 1:
Establish/Replace/Upgrade four (4) Communications Facilities Enhancements (CFE) sites. Due September 30, 2018

Internal Work Initiative: Next-Generation VHF A/G Communications System (NEXCOM) - Segment 2-Phase 1 (CIP#:C21.02-01)

The NEXCOM program replaces and modernizes the aging and obsolete NAS air-to-ground (A/G) analog radios that allow direct voice communication with pilots. Segment 2 will implement new radios that will service the high-density terminal areas and the flight service operations from FY 2010 to FY 2022.

Relationship to Objective: The Program supports the Objective

Internal Work Activity: Next-Generation VHF A/G Communication System (NEXCOM2) - Segment 2 Phase 1: Deploy Terminal and Flight Services Air Traffic Control Radios.

Next-Generation VHF A/G Communication System (NEXCOM2) - Segment 2 Phase 1: Deploy Terminal and Flight Services Air Traffic Control Radios. Deploy 1500 Terminal and Flight Services Air Traffic Control Radios.

Activity Target 1:
Deploy 1000 Next-Generation VHF A/G Communication System (NEXCOM) radios. Due September 30, 2018

Activity Target 2:
Initial Operational Capability (IOC) at 450 Radio sites. Due September 30, 2018

Internal Work Initiative: Airport Cable Loop Systems Sustained Support

This program replaces existing on-airport, copper-based, signal/control cable lines that have deteriorated. The primary focus will be on projects at airports with high traffic counts and enplanements.

Internal Work Activity: Airport Cable Loop Systems Sustained Support

Airport Cable Loop Systems Sustained Support. Install fiber optic cable loop.

Activity Target 1:
Complete three (3) Airport Cable Loop installations. Due September 30, 2018

Internal Work Initiative: FAA Telecommunications Infrastructure

CINP provides communications infrastructure and services for air traffic control within NAS and the Department of Defense (DOD).

Internal Work Activity: FAA Telecommunications Infrastructure (FTI) - Network Enterprise Management Centers (NEMC)

PMO Enterprise Services - Enterprise Engineering Services: 1.) Provide high quality, cost effective solutions to customer requirements including international and security initiatives. 2.) Conduct 2nd level engineering and testing.

Activity Target 1:
Migrate an additional 400 Private Line transport services being discontinued by commercial carriers to avoid the potential disruption of NAS

services at FAA remote facilities. Due September 30, 2018

Internal Work Activity: FTI PMO Enterprise Services - Enterprise Engineering Services

1.) Provide high quality, cost effective solutions to customer requirements including international and security initiatives. 2.) Conduct 2nd level engineering and testing.

Activity Target 1:
Successfully transition legacy x.25 services from NADIN II Packet Switch Network (PSN) nodes to IP and decommission 5PSN nodes. Due September 30, 2018

Internal Work Activity: Mission Support-Enabling Total Access: Bandwidth Upgrades (OSI)

Implement upgraded bandwidth circuits at 50% of FAA facilities approved by IT Shared Services Committee (ITSSC). (Phase II and Phase III installation)

Activity Target 1:
Implement upgraded bandwidth circuits at 50% of FAA facilities approved by IT Shared Services Committee (ITSSC). (Phase II and Phase III installation) Due September 30, 2018

Internal Work Initiative: ARTCC Modernization - F06.01-00

This is a multi-year facility modernization and sustainment program that addresses physical plant requirements for the FAA's 21 ARTCCs as well as the Combined Control Facilities (CCF) at San Juan and Guam. These facilities were originally constructed approximately 50 years ago and have expanded in phases since then. Much of the plant equipment within these buildings has exceeded its life expectancy and must be replaced. This program replaces obsolete equipment and provides an efficient, reliable, and safe work environment for En Route air traffic control operations.

Internal Work Activity: Award Renovation and Sustainment Construction Projects

Program focus for the next 3-5 years is on Major Mechanical Systems (MMS), Building Automation Controls replacement, Fire Detection and Annunciation System (FDaAS) and Control Wing First Floor and Attic Modernization Projects. Support En Route air traffic operations and service-level availability by providing life-cycle management of the physical plant infrastructure at the 21 Air Route Traffic Control Centers and 2 Combined Control Facilities (CCF).

Activity Target 1:
Award five (5) Major Modernization construction projects. Due September 30, 2018

Activity Target 2:
Conduct facility condition assessments at four (4) EnRoute facilities and provide input to update the EnRoute Facilities Life Cycle Based Facility Condition Assessment National Roll-Up. Due September 30, 2018

Internal Work Initiative: ATCT/TRACON Replacement - F01.02-00

The Air Traffic Control Tower/Terminal Radar Approach Control (ATCT/TRACON) Replacement program replaces towers and TRACONs that no longer meet operational and sustainability requirements. The FAA provides air traffic control services from more than 500 airport traffic control tower (ATCT) and terminal radar approach control (TRACON) facilities and must continually replace these buildings to meet current and future operational requirements and to ensure an acceptable level of air traffic control services. The ATO has an established process for selecting the towers and TRACONs to be replaced. It includes an economic analysis and operational considerations to ensure that the facilities we propose replacing each year are the higher priority needs.

Internal Work Activity: Award Renovation and Sustainment Construction Projects

Award renovation and sustainment construction projects.

Activity Target 1:
Purchase and Installation of long lead equipment for one (1) site. Due September 30, 2018

Internal Work Initiative: ATCT/TRACON Modernization - F01.01-00

ATCT/TRACON facilities will be modernized to address operational and safety issues, including improving the visibility of the entire airport surface from the cab, improving accessibility, removing hazardous materials and upgrading structures to meet current seismic standards. Facility improvements must be completed with minimal impact on existing operations.

Internal Work Activity: Conduct Planning Activities (Life-Cycle Assessments, Condition Assessments) to Determine Requirements

Conduct planning activities (life-cycle assessments, condition assessments, and QuickLooks) to determine requirements.

Activity Target 1:
Complete eighteen (18) Planning activities annually (Life-cycle assessments, Condition assessments, and QuickLooks) to determine requirements. Due September 30, 2018

Internal Work Activity: Initiate facility improvement and modernization projects.

Initiate facility improvement and modernization projects.

Activity Target 1:
Complete 50 improvement projects per year that were initiated in previous years. Due September 30, 2018

Internal Work Activity: Configuration management for the ATC Facilities directorate.

Perform Configuration Management for the ATC Facilities Directorate: Perform configuration management for the ATC Facilities directorate.

Activity Target 1:
Coordinate and submit the ATC Facilities' directorate evaluations for 200 NAS change proposals (NCPs) and 60 case files in the fiscal year. Due September 30, 2018

Internal Work Initiative: Fuel Storage Tanks - F13.01-00 (CIP#:F13.01-00)

The FAA Fuel Storage Tank (FST) Program replaces active bulk liquid and pressure vessel storage systems that support FAA operations across the NAS. The FST program's inventory includes over 3,000 TANK systems primarily supporting engine generator operations. Replacements are managed in accordance with a published lifecycle guideline.

Relationship to Objective: .

Internal Work Activity: Conduct Replacement, Modernization, and Upgrades of the NAS Fuel Storage Tank Portfolio.

Enhance operational readiness, attain regulatory compliance, and conform to life-cycle management goals for fuel storage tank (FST) systems at national airspace system (NAS) facilities. Conduct replacement, modernization, and upgrades of the NAS FST portfolio.

Activity Target 1:
Replace, modernize, or upgrade 85 NAS storage tank systems selected in accordance with FST program and ATC Facilities' prioritization processes. Due September 30, 2018

Internal Work Initiative: FAA Buildings and Equipment Sustainment Support - Unstaffed Infrastructure Sustainment - F12.00-00 (CIP#:F12.00-00)

The Unstaffed Infrastructure Sustainment (UIS) program supports NAS structures and equipment to ensure reliable delivery of air traffic control services and capabilities from the 36,293 unstaffed facilities within the NAS.

Relationship to Objective: .

Internal Work Activity: Complete 80 unstaffed infrastructure sustainment projects.

Complete 80 unstaffed infrastructure sustainment projects.

Activity Target 1:
Complete 80 unstaffed infrastructure sustainment projects. Due September 30, 2018

Internal Work Initiative: Power Systems Sustainment Support - F11.01-01 (CIP#:F11.01-01)

The Electrical Power Systems Sustainment Support (PS3) (Power) program funds the purchase and installation of components for backup electric power systems and power regulation and protection equipment. Backup electrical power systems are necessary to allow continued operation of air traffic control facilities when disruptions occur in commercial power sources. These disruptions can result in flights that remain grounded, are placed in airborne holding patterns, or are re-routed to other airports. Reliable backup power systems are installed so air traffic control electronics can maintain required availability and capability and prevent disruptions. These power systems also protect sensitive electronic equipment

from commercial power surges and fluctuations. The Power program replaces, refurbishes, and renews components of existing power systems and cable infrastructure when necessary to maintain and improve the overall electrical power quality, reliability, and availability. The Power program is critical to both maintaining and increasing NAS capacity by improving the quality, reliability, and availability of electrical power provided to NAS electrical communication, navigation, and surveillance equipment.

Relationship to Objective: .

Internal Work Activity: NAS Batteries

Batteries serve as a backup power source for key NAS facilities, including navigation aids and communications. Batteries provide power for a limited time during major power system disruptions and maintain the function of key systems while the NAS transitions to a safe level of reduced operation. The Power program sustains more than 4,000 battery installations with periodic replacement to ensure reliability.

Activity Target 1:
Sustain existing NAS power systems by completing 75 battery replacement projects. Due September 30, 2018

Internal Work Activity: Uninterruptible Power Supply (UPS)

A UPS is a device that conditions commercial power and prevents power disruptions and surges from adversely affecting electronic system performance. A UPS is necessary to ensure the continuity of air traffic control by preventing power disruptions to NAS critical infrastructure. The Power program currently sustains 552 UPS units with an expected service life cycle of 15 years. A significant portion of the UPS inventory requires replacement due to reliability and supportability issues attributable to age. UPS batteries require refurbishment on a 4-year cycle.

Activity Target 1:
Sustain existing NAS power systems by completing 16 UPS replacement projects. Due September 30, 2018

Internal Work Activity: Direct Current (DC) Power Systems

DC power systems are used to provide a low-cost, short-term alternative to an engine generator. They increase critical safety electronic system availability, which prevents commercial power disturbances of up to several hours from disrupting air traffic operations. The PS3 Program sustains 541 DC power systems with a service life cycle of up to 15 years.

Activity Target 1:
Sustain existing NAS power systems by completing 18 Direct Current Backup System (DCBUS) replacements projects. Due September 30, 2018

Internal Work Activity: En Route Power Systems

The FAA operates power systems at 21 air route traffic control centers (ARTCCs). Because of the critical role of these enroute centers in the NAS any failure would cause a complete loss of critical power and loss of all air traffic control services. This includes automation, surveillance and communication services, and would result in the delays and cancellations. Each ACEPS has a useful service life of 20 years and a new installation would have a payback period of less than 6 months.

Activity Target 1:
Sustain existing NAS power systems by completing one total ARTCC critical and essential power system Type 2 phase 1 project. Due September 30, 2018

Internal Work Activity: Lightning Protection Grounding, Bonding, and Shielding (LPGBS)

The LPGBS Program provides a systematic approach to minimizing electrical hazards to personnel, electromagnetic interference, and damage to FAA facilities and electronic equipment from lightning, transients, electrostatic discharge, and power faults. The requirements are considered the necessary minimum to harden sites sufficiently for the FAA missions of preventing delay or loss of service, minimizing or precluding outages, and enhancing personnel safety. Furthermore, the requirements for LPGBS have been coordinated with industry standards and in some cases, exceed industry standards where necessary to meet the FAA's missions.

Activity Target 1:
Sustain existing NAS power systems by completing one Lightning Protection Grounding, Bonding, and Shielding (LPGBS) sustainment project at 1 ARTCC, 3 ATCT's and 3 GNAS facilities. Due September 30, 2018

Internal Work Activity: Power Cable

Seventy-five percent of all power cables in the NAS are well beyond the condition and age in which

commercial power companies would continue to operate. Initial cable installations were expected to last 30 years. The power cable replacement program aims to extend the life of newly installed cables to 60 years.

Activity Target 1:
Sustain existing NAS power systems by completing five power cable replacement projects. Due September 30, 2018

Internal Work Activity: Engine Generators

Engine generators serve as a backup power source for essential NAS electronic systems when commercial power becomes unreliable due to a weather system, natural disaster, or other electrical outage beyond FAA control. The Power program sustains 3,565 NAS engine generators with a useful service life of 24 years.

Activity Target 1:
Sustain existing NAS power systems by completing 35 engine generator replacement projects. Due September 30, 2018

Internal Work Initiative: Facility Security Risk Management (FSRM) - Two - F24.01-02 (CIP#:F24.01-02)

The Facility Security Risk Management (FSRM) program was established in response to Presidential Decision Directive 63, Critical Infrastructure Protection (later superseded by Homeland Security Presidential Directive 7, Critical Infrastructure Identification, Prioritization, and Protection), which required all Federal agencies to assess the risks to their critical infrastructure and take steps to mitigate risks. The program provides risk mitigation at all FAA staffed facilities, such as centers, towers, and terminal radar approach control (TRACON) facilities. The program provides an integrated security system that includes access control, surveillance, x-ray machines, metal detection, and intrusion detection. Other upgrades include adding guardhouses, visitor parking, fencing, perimeter hardening, window blast protection, and lighting. The FSRM Program also supports the FAA's response to HSPD-12: Policy for a Common Identification Standard for Federal Employees and Contractors and Public Law 106-528: Airport Security Improvement Act of 2000. The objectives of the program are to comply with the mandates, directives, and orders of the President, Congress, DOT, and the FAA. This includes the installation and maintenance of physical security systems and guard services at designated FAA facilities. This is accomplished through the Security System Design and Integration (SSDI), Corrective Maintenance Contract (CMC) II, and National Security Officer Services (NSOS) contracts.

Relationship to Objective: .

Internal Work Activity: Complete Personal Identification Verification (PIV) Upgrades

Complete personal identification verification upgrades at security level 1 and 2 facilities, per FAA Order 1600.69.

Activity Target 1:
Complete personal identification verification access control retro-fit at 45 sites. Due September 30, 2018

Internal Work Activity: X-Ray Machines

Award X-Ray Machines Contract

Activity Target 1:
Install 3 security X-ray machines in various FAA facilities. Due September 30, 2018

Internal Work Initiative: Mobile Asset Management Program (MAMP) - F31.01-01 (CIP#:F31.01-01)

The Mobile Asset Management Program (MAMP) provides continuity of operations during facility outages and provides mobile asset support during facility modernization efforts. Mobile Assets provides for the continuity of restoral of air traffic control when an air traffic control tower (ATCT) or other NAS system is out of service due to a disaster, extensive repair, modernization, or upgrade.

Relationship to Objective: .

Internal Work Activity: Mobile Asset Storage Areas (MASA)

Design and build 2 Mobile Asset Staging Areas

Activity Target 1:
Develop the 100% design package for the Greensboro, NC (GSO) MASA that will be used for a competitive contract award for the erection of the Mobile Asset storage shelter. Due September 30, 2018

Activity Target 2:
50% completion at Boise, ID Mobile Asset Staging Area (MASA). Due September 30, 2018

Internal Work Activity: Large Mobile Air Traffic Control Tower (LMATCT)

Accept delivery of three (3) Automatic Terminal Information Services (ATIS) systems for the 3 LMATCT's.

Activity Target 1:
Accept delivery of three (3) Automatic Terminal Information Services (ATIS) systems for the provisioning of the 3 new LMATCT's. Due September 30, 2018

Internal Work Initiative: Long-Range Radar Improvements - Infrastructure Upgrades/Sustainment S04.02-03

The Long-Range Radar (LRR) Infrastructure Upgrades/Sustainment program modernizes and upgrades the radar facilities that provide aircraft position information to FAA's en route control centers and other users (e.g., Department of Defense and Homeland Security). These facilities have reached the end of their designed service life and will require renovation and upgrades to maintain their current level of service. The scope of the LRR Infrastructure Improvements Program includes renovation and upgrades of HVAC system, electrical system, building, tower structure, and facility ground and access.

Internal Work Activity: Upgrade/Sustain Long-range RADARS

Upgrade/Sustain Long-Range RADARS

Activity Target 1:
Complete 8 total HVAC and power distribution system projects and 7 sustainment projects (including roof replacement, plumbing, employee safety, hazmat abatement, building improvement, and access road repair projects). Due September 30, 2018

Internal Work Initiative: Decommissioning F26.01-01

Plan and implement real property infrastructure dispositions and site restorations at legacy sites that were operational before April 1, 1996 and are now decommissioned and have no supporting program office. This includes infrastructure dispositions and real property site restorations, hazardous materials abatement and/or remediation, and disposition, termination phase one Environmental Due Diligence Audits, and cultural historic preservation and natural resource protection locations.

Internal Work Activity: Complete Real Property Disposal Projects for All Service Areas

Complete real property disposal projects for all service areas.

Activity Target 1:
Complete 75 real property disposal projects. These projects typically include, but are not limited to: visual aids, navigational aids (NDB, DF, ILS, etc.), radio communications sites including towers (RCO, RTR, etc.), and radio communications link repeater (RCLR) / radio communications link terminal (RCLT) tower sites. Due September 30, 2018

Internal Work Initiative: Engineering Services (ES)

Provides engineering services for the design, integration, construction, and installation of NAS hardware, software, and firmware. Directs, manages, and administers the operational and administrative telecommunications program, and the spectrum engineering program. Includes Project Implementation and the Joint Acceptance Inspection program management. Implements the service areas' NAS expansion and modernization program. Manages the delivery of engineering services to other Service Units. Manages the Field Maintenance Program personnel and assets.

Internal Work Activity: Eastern Service Area ES (AJW-2E)

Executes the mission of Technical Operations Services by ensuring effective NAS operation; establishing Service Unit goals, strategies, budgets, and priorities; allocating and managing resources; meeting performance targets, and supplying services, as requested, to meet the requirements of the Service Units. AJW-2E also develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. In addition, AJW-2E completes scheduled activities to ensure optimal system availability. This includes Project Implementation and Join Acceptance Inspection (JAI) Program Management.

Activity Target 1:
Clear 70% of agreed upon Non-As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2E Organization within 120 days of

District Statement of Acceptance signature date. Due September 30, 2018

Activity Target 2:
Clear 70% of agreed upon As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2E Organization within 180 days of District Statement of Acceptance signature date. Due September 30, 2018

Activity Target 3:
Maintain a 75% On-Time Performance based on Current Baseline Schedule for AJW-2E Projects. Due September 30, 2018

Activity Target 4:
Maintain a 55% On-Time Performance based on Initial Baseline Schedule for AJW-2E Projects. Due September 30, 2018

Activity Target 5:
Complete an Integrated Risk Management Checklist (IRMC) for 85% of projects at AJW-2E Tier 1 facilities. Due September 30, 2018

Internal Work Activity: Central Service Area ES (AJW-2C)

Executes the mission of Technical Operations Services by ensuring effective NAS operation; establishing Service Unit goals, strategies, budgets, and priorities; allocating and managing resources; meeting performance targets, and supplying services, as requested, to meet the requirements of the Service Units. AJW-2C also develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. In addition, AJW-2C completes scheduled activities to ensure optimal system availability. This includes Project Implementation and Joint Acceptance Inspection (JAI) Program Management.

Activity Target 1:
Clear 70% of agreed upon Non-As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2C Organization within 120 days of District Statement of Acceptance signature date. Due September 30, 2018

Activity Target 2:
Clear 70% of agreed upon As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2C Organization within 180 days of District Statement of Acceptance signature date. Due September 30, 2018

Activity Target 3:
Maintain a 75% On-Time Performance based on Current Baseline Schedule for AJW-2C Projects. Due September 30, 2018

Activity Target 4:
Maintain a 55% On-Time Performance based on Initial Baseline Schedule for AJW-2C Projects. Due September 30, 2018

Activity Target 5:
Complete an Integrated Risk Management Checklist (IRMC) for 85% of projects at AJW-2C Tier 1 facilities. Due September 30, 2018

Internal Work Activity: Western Service Area ES (AJW-2W)

Executes the mission of Technical Operations Services by ensuring effective NAS operation; establishing Service Unit goals, strategies, budgets, and priorities; allocating and managing resources; meeting performance targets, and supplying services, as requested, to meet the requirements of the Service Units. AJW-2W also develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. In addition, AJW-2W completes scheduled activities to ensure optimal system availability. This includes Project Implementation and Joint Acceptance Inspection (JAI) Program Management.

Activity Target 1:
Clear 70% of agreed upon Non-As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2W Organization within 120 days of District Statement of Acceptance signature date. Due September 30, 2018

Activity Target 2:
Clear 70% of agreed upon As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2W Organization within 180 days of District Statement of Acceptance signature date. Due September 30, 2018

Activity Target 3:
Maintain a 75% On-Time Performance based on Current Baseline Schedule for AJW-2W Projects. Due September 30, 2018

Activity Target 4:
Maintain a 55% On-Time Performance based on Initial Baseline Schedule for AJW-2W Projects. Due September 30, 2018

Activity Target 5:
Complete an Integrated Risk Management Checklist (IRMC) for 85% of projects at AJW-2W Tier 1 facilities. Due September 30, 2018

Internal Work Initiative: Eastern Service Area (AJW-E)

Executes the mission of Technical Operations Services: ensures effective NAS operation; establishes service unit goals, strategies budgets and priorities; allocates and manages resources; meets performance targets, and supplies services, as requested, to meet the requirements of the service units. Develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. Completes scheduled activities to ensure optimal system availability.

Internal Work Activity: Maintain facilities in the Eastern Service Area to sustain optimal performance at National Airspace System (NAS) reportable facilities.

Complete scheduled activities to ensure optimal system availability

Activity Target 1:
Complete a minimum of 95% of all scheduled preventive maintenance on time. Due September 30, 2018

Activity Target 2:
Install a minimum of 95% of nationally issued modifications on time. Due September 30, 2018

Activity Target 3:
Complete a minimum of 98% of service certifications within identified schedules. Due September 30, 2018

Activity Target 4:
Track and maintain core airport NAS reliability of at least 99.7%. Due September 30, 2018

Internal Work Activity: Technical Services

Provides emergency planning and response; event and outage tracking. Conducts NAS Technical Evaluations (NASTEP), Non-Federal (Non-Fed) facility inspections, and joint surveillance system inspections. Provides engineering/technical support, service/system performance trend analysis, test equipment management, supports safety and environmental compliance, as well as NAS defense program support. Maintains training and certification records. Provides data entry, tracking and reporting for management information systems. Serves as the Service Area point of contact for the Instrument Landing System (ILS) Continuity of Service. Reviews and provides engineering analysis for Airspace Cases ensuring negative impact to the NAS is avoided.

Activity Target 1:
Track NASTEP findings to ensure each district does not exceed three 'Open Operational Safety Issues' per calendar month. Due September 30, 2018

Activity Target 2:
Track NASTEP findings to ensure 'Open Other Issues' past due do not exceed 30% of the total number of 'Open Other Issues' each calendar month. Due September 30, 2018

Internal Work Activity: Support FAA Wide Employee Developmental Programs

Identify and develop qualified candidates that reflect the desired diversity and culture of the organization. Provide certifications to required personnel.

Activity Target 1:
85% of current Fiscal Year (FY) required personnel certification will be issued within 180 days of the completion of technical training. Due September 30, 2018

Internal Work Initiative: Central Service Area (AJO/AJW-C)

Execute the mission of Technical Operations Services: Ensure effective NAS operation; establish Service Unit goals, strategize budgets and priorities; allocate and manage resources; meet performance targets, and supply services, as requested, to meet the requirements of the Service Units. Develop technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operation of the NAS. Complete scheduled activities to ensure optimal system availability and reliability.

Internal Work Activity: Maintain facilities in the Central Service Area

Complete scheduled activities of preventive maintenance, equipment modifications and restoration activities.

Activity Target 1:
Track and maintain core airport NAS reliability of at least 99.7%. Due September 30, 2018

Internal Work Initiative: Western Service Area (AJW-W)

Execute the mission of Technical Operations Services: Ensure effective NAS operation; establish Service Unit goals, strategies, budgets and priorities; allocate and manage resources; meet performance targets and supply services, as requested, to meet the requirements of the Service Units. Develop technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operation of the NAS. Complete scheduled activities to ensure optimal system availability. Provide emergency planning and response; event and outage tracking. Conduct NAS Technical Evaluation Program (NASTEP), non-Fed, and joint surveillance system inspections. Provide engineering/technical support, service/system performance trend analysis, test equipment management, safety and environmental compliance support, as well as NAS defense program support. Maintain training and certification records. Provide data entry, tracking and reporting for management information systems. Serve as the Service Area point of contact for Instrument Landing System (ILS) Continuity of Service. Review and provide engineering analysis for Airspace Cases ensuring negative impact to the NAS is avoided.

Internal Work Activity: Maintain facilities in the Western Service Area

Track/maintain NAS key performance parameters.

Activity Target 1:
Track and maintain core airport NAS reliability of at least 99.7%. Due September 30, 2018

Internal Work Activity: Support employee development in the Western Service Area

Provide training management support to Technical Operations personnel.

Activity Target 1:
Partner with Technical Operations (AJW-W) to ensure at least 80% of available Front Line Manager Operational Workshop (FLMOW) quota are utilized. Due September 30, 2018

Internal Work Initiative: Remote Monitoring and Logging System - Technical Refresh (CIP#:M07.04-02)

Technical refresh for the remote monitoring and logging system (RMLS)

Relationship to Objective: .

Internal Work Activity: Remote Monitoring and Logging System (RMLS) Technical Refresh

Complete design and testing and procure hardware for implementation.

Activity Target 1:
Complete Operational Test & Evaluation for NLN. (APB milestone) Due November 30, 2017

Activity Target 2:
Complete NAS Change Proposal (NCP) - 2 NPCs (one for power and one for the NLN implementation). Due February 28, 2018

Activity Target 3:
Complete procurement of equipment for implementation at 3 of 4 OCC's (POCC, MOCC, AOCC, NOCC) Due September 30, 2018

Activity Target 4:
Complete equipment deployment at NAS Enterprise Security Gateway in Atlanta and Salt Lake City Due September 30, 2018

Internal Work Initiative: NAS Facilities OSHA & Energy Management (CIP#:F13.04-02)

Safeguard mission-critical operational infrastructure through effective management and sustained regulatory compliance. Orchestrate ATO-wide reductions of energy and water use by adopting best industry practices and cost-effective, energy-efficient technologies.

Relationship to Objective: .

Internal Work Activity: OSHA & Energy Management

Orchestrate ATO-wide reductions of energy and water use by adopting best industry practices and cost-effective, energy-efficient technologies.

Activity Target 1:
Perform advanced electric meter survey at two facilities Due September 30, 2018

Activity Target 2:
Perform advanced electric meter installation at two facilities Due September 30, 2018

Internal Work Initiative: Automated Maintenance Management System (AMMS) (CIP#:M07.04-02)

AMMS will deliver advanced automated maintenance tools that will provide improved data integrity and increased situational awareness, thereby enhancing efficient maintenance management of the FAA's equipment and systems critical to the operation of the NAS.

Relationship to Objective: Current stand-alone maintenance systems and processes are labor intensive with limited automated capability. AMMS will allow for the interfacing of maintenance systems through a Service-Oriented Architecture (SOA) environment utilizing System Wide Information Management (SWIM) to create an enterprise infrastructure for sharing data between dispersed maintenance systems.

Internal Work Activity: Automated Maintenance Management System (AMMS)

Current stand-alone maintenance systems and processes are labor intensive with limited automated capability. AMMS will allow for the interfacing of maintenance systems through a Service-Oriented Architecture (SOA) environment utilizing System Wide Information Management (SWIM) to create an enterprise infrastructure for sharing data between dispersed maintenance systems. This supports the Risk Based Decision Making initiative through the increased sharing of safety data among FAA organizations. AMMS will develop common enterprise data services for maintenance data and implement data standards for the exchange of data between services, systems and equipment.

Activity Target 1:
Complete the Acquisition Management System (AMS) artifacts updates, based on the updated AMMS Program strategy, as to meet this Programs Initial Investment Decision (IID) milestone Q3, FY18. Due September 30, 2018

Activity Target 2:
Complete Version 2.0 of the Maintenance Domain data standard (Maintenance Management Information eXchange Model (MMIXM) Due August 31, 2018

Activity Target 3:
Initiate an AMMS Proof of Concept (PoC) initiative, utilizing a commercially available product for; exploratory/demonstration purposes, requirements validation, and data input for the AMS artifacts (i.e., BCAR) Due June 30, 2018

Internal Work Initiative: Aviation Surface Weather Observation Network (ASWON) Technology Refresh (CIP#:W01.03-01)

Internal: Weather observations are provided to NAS controllers and aviation users by weather radars and automated surface weather stations. Hundreds of these legacy weather providers continuously stream minute-by-minute weather observations, machine-to-machine into NAS Weather Processing Systems, Automation Systems, and NextGen User Decision Support Tools. NextGen Portfolios may plan alternatives to eventually replace many legacy weather providers, yet budget and program changes to the replacement plans often leave indefinite, the remaining service life of legacy sensor systems subject to significant extensions. This initiative ensures no gaps in service of legacy weather observation providers throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether. Relationship to Measure: ASWON portfolio (Programs: ASOS, AWOS, AWSS, SAWS, DASI, WEF, WME) in total account for seven, in-service, weather sensor programs that contribute to the 2016 Strategic Measure through sustained and continuous measurement of the atmosphere at the surface and aloft, collecting millions of observations each flight day, used to detect weather features, derive constraints to the free flow of air traffic, alert for weather hazards, and to fuel weather forecasts essential to the efficiency of NAS operations. The ASWON Portfolio serves and benefits every airport and every flight in the United States each flight day, by helping reduce delay, increase efficiency, and cope with severe weather.

Relationship to Objective: Relative to the objective

Internal Work Activity: Aviation Surface Weather Observation Network (ASWON) Technology Refresh (W01.03-01)

Aviation Surface Weather Observation Network (ASWON) Technology Refresh

Activity Target 1:
Complete Digital Altimeter Setting Indicator (DASI)

Tech Refresh at 10 sites. Due September 30, 2018

Internal Work Initiative: Operational Risk Management

Improve the Air Traffic Organization's (ATO) operational planning and communication to reduce the recurrence and impact of avoidable events.

Internal Work Activity: Support Operational Risk Management (ORM)

Collaborate with Air Traffic Organization (ATO) partners to manage operational risk and mitigate the likelihood and severity of an undesired event having a negative impact on National Airspace System (NAS) operational safety.

Activity Target 1:
Participate in a biannual (twice per year) Operational Risk Management (ORM) meeting with Technical Operations (AJW-W) and the Service Center (AJV-W) to discuss ORM principles, events, and preventative actions to improve the safety and efficiency of the National Airspace System (NAS). Due September 30, 2018

Activity Target 2:
Conduct Operational Risk Management (ORM) process refresher training for field management personnel. Due March 31, 2018

Activity Target 3:
Participate in a biannual (twice per year) ORM meeting with Air Traffic Services (AJT-W) and Technical Operations (AJW-W) to discuss ORM principles, events, and preventative actions to improve the safety and efficiency of the National Airspace System (NAS). Due September 30, 2018

Internal Work Initiative: Capital Program Integration

Capital Program Integration (CPI) is a business management process that delivers integrated Facilities and Equipment (F&E) programs and projects. It improves the decision making capability of employees that results in effective and efficient National Airspace System (NAS) implementation.

Internal Work Activity: Support the Capital Program Integration (CPI) process in the Western Service Area (WSA)

Western Service Area (WSA) Service Units and Lines of Business will partner on Capital Program Integration (CPI) processes to ensure shared accountability for agency priorities.

Activity Target 1:
Partner with Airports (ARP), Air Traffic Services (AJT-W), and Technical Operations (AJW-W), on a Capital Program Integration (CPI) effort in Seattle, Washington, as an opportunity to promote integration of projects between the Lines of Business to minimize the impact on National Airspace System (NAS) operations. Due September 30, 2018

Activity Target 2:
Partner with Airports (ARP), Technical Operations (AJW-W), and the Western Service Center (AJV-W) on a Capital Program Integration (CPI) effort in Seattle, Washington, as an opportunity to promote integration of projects between the Lines of Business to minimize the impact on National Airspace System (NAS) operations. Due September 30, 2018

Internal Work Initiative: Weather Radar Program NEXRAD

The NEXRAD SLEP program will resolve obsolescence and supportability issues associated with four major components that need to be replaced or refurbished.to allow the NEXRAD system at each of the twelve FAA sites to meet its operational requirements until 2030. The twelve FAA sites are located in Alaska (7), Hawaii (4) and Puerto Rico (1). Further, the program will continue the development of unique FAA algorithms to meet aviation requirements. Efforts will be focused on developing enhancements to the icing and hail algorithms. The NEXRAD is an existing tri-agency system that provides safety and traffic management services throughout the National Airspace System (NAS) from National Weather Service (NWS) sites, Air Force (AF) sites and Federal Aviation Administration (FAA) sites. The tri-agency NEXRAD program includes 160 operational sites that provide data to the national radar network. The NEXRAD was designed for a 20-year life. The present average age of the NEXRAD systems is 17 years.

Internal Work Activity: NEXRAD Service Life Extension Program (SLEP) Phase 1

The NEXRAD SLEP program includes four projects as detailed below: Signal processor (replacement) Radar Transmitter (refurbishment) Radar pedestal (refurbishment) NEXRAD facilities including structures, buildings, security fences, and access roadways (refurbishment)

Activity Target 1:
Complete NEXRAD Transmitter Modulator Refurbishment at 15 sites. Due June 30, 2018

Internal Work Initiative: Technical Operations - Operational Risk Management

Increase focus on Operational Risk Management and operational awareness among service providers while performing NAS activities.

Internal Work Activity: Operational Risk Management

Increase focus on Operational Risk Management and operational awareness among service providers while performing NAS activities.

Activity Target 1:
Complete two national Operational Risk Management blitz's, which are attended by at least 80% of Technical Operations technicians and engineers. Due September 30, 2018

Internal Work Objective: NAS ON-TIME

Achieve a NAS on-time arrival rate of 88% at Core airports and maintain through FY 2018.

Internal Work Initiative: Advanced Technologies and Oceanic Procedures (ATOP) (CIP#:A10.03-01)

The ATOP program replaced oceanic air traffic control systems, updated procedures, and modernized the Oakland, New York, and Anchorage Air Route Traffic Control Centers (ARTCCs), which house these oceanic automation systems. A support system was also installed at the William J. Hughes Technical Center (WJHTC). ATOP fully integrates flight data processing, detects conflicts between aircraft, provides data link and surveillance capabilities, and automates the previous manual processes. A technology refresh for the automation system was completed in 2009 for all three operational sites and the WJHTC labs. This technology refresh activity increased system performance, capacity, and usability, and made improvements to software functionality. The ATOP program will continue to deliver safety and efficiency enhancements through FY 2017 for evolutionary improvements to the ATOP system. The planned software and hardware modifications will provide system safety and efficiency improvements for the controller workforce, address needed functionality changes to support airspace expansion initiatives, address Agency-required system infrastructure changes (e.g., X.25 to IP interface upgrades), and support FAA and International Civil Aviation Organization (ICAO) mandated system changes. The system performance data has been analyzed, a baseline has been established, and a fuel savings performance model has been developed.

Relationship to Objective: .

Internal Work Activity: Advanced Technologies and Oceanic Procedures (ATOP), A10.03-01

ATOP Technology Refresh program, known as ATOP Tech Refresh 2 (TR2), will procure and replace the current hardware, upgrade the operating system from AIX to Linux, and integrate the new technology with the baseline ATOP applications. ATOP Technology Refresh reduces maintenance and logistics costs, and supports incorporation of software changes and new capabilities to support future NextGen, Surveillance and Broadcast Service (SBS), and other NAS improvements.

Activity Target 1:
Advanced Technologies & Oceanic Procedures (ATOP) - WJHTC Maintenance Lab Installed. Due April 30, 2018

Internal Work Activity: Advanced Technologies and Oceanic Procedures (ATOP), A10.03-03

This Activity will support operational analysis, engineering analysis, solution development, and solution implementation activities designed to improve the delivery of oceanic domain services. Full operational capability for ATOP was achieved at all three centers in 2007. The scope of these NAS enhancements is limited to operational changes that require an expedited solution but do not require significant capital investments, nor involve significant systems complexity or interdependencies. The identification, management, documentation, and overall governance of these NAS changes will be articulated in an Air Traffic Organization Standard Operating Procedure and will use the ATOP NAS Change Proposal process to identify and prioritize the requirements.

Activity Target 1:
Advanced Technologies & Oceanic Procedures (ATOP) - Deliver safety and efficiency NAS Change Proposals (NCP) to support Air Traffic operations -T25 Sys Update 1 Ops. Due November 30, 2017

Activity Target 2:
Advanced Technologies & Oceanic Procedures (ATOP) - Deliver safety and efficiency NAS Change Proposals (NCP) to support Air Traffic operations - T26 Ops. Due May 31, 2018

Internal Work Initiative: Collaborative Air Traffic Management Technologies (CATMT) - Work Package 4 (CIP#:G05A.05-03)

CATMT WP4 includes awarding a new development, implementation, and sustainment contract and developing two WP4 capabilities (i.e., Improved Demand Predictions and Integrated Departure Route Planner). • Improved Demand Predictions is a set of enhancements aimed at improving the Traffic Flow Management System (TFMS) predictions of demand for NAS resources. • Integrated Departure Route Planner is a tool that provides strategic/tactical forecast of departure route and fix status due to convective weather and volume for specific terminals. It provides traffic managers with semi-automated resolution algorithm to "solve" departure constraints.

Relationship to Objective: .

Internal Work Activity: Collaborative Air Traffic Management Technologies - (CATMT) - Work Package 4

The Collaborative Air Traffic Management Technologies program provides enhancements to the Traffic Flow Management (TFM) System (TFMS). CATMT Work Package 4 (G05A.05-03): CATMT Work Package 4 (WP4) is a new segment that was approved by the FAA Joint Resources Council (JRC) on June 21, 2017 providing NextGen Midterm TFM/CATM capabilities between FY 2017 and FY 2022. CATMT WP4 was approved to deploy the following capabilities: • Improved Demand Prediction (IDP) - a set of several enhancements aimed at improving the TFMS predictions of demand for NAS resources. • Integrated Departure Route Planning (IDRP) - a tool that provides strategic/tactical forecast of departure route and fix status due to convective weather and traffic volume for specific terminals. Provides traffic managers with a semi-automated resolution algorithm to "solve" departure constraints. IDRP will be adapted for six metroplex areas: New York (N90); Chicago (C90); Dallas (D10); Philadelphia (PHL); Potomac - DC Metro (PCT)); and Southern California (SCT). • TFMS Ingestion of Weather Data - will replace the legacy Corridor Integrated Weather System (CIWS) Data Distribution System (CDDS) prototype with the new System Wide Information System (SWIM) Common Support Services - Weather (CSS-Wx) service.

Activity Target 1:
Collaborative Air Traffic Management Technologies (CATMT) - Begin system engineering, design, and development for the Improved Demand Predictions (IDP) capability. Due February 28, 2018

Activity Target 2:
Collaborative Air Traffic Management Technologies (CATMT) - Complete Traffic Flow Management 2 (TFM2) Contract Transition. Due March 31, 2018

Activity Target 3:
Collaborative Air Traffic Management Technologies (CATMT) - Improved Demand Prediction (IDP) System design review (SDR) Completed. Due June 30, 2018

Internal Work Objective: Increase NAS Access by Reducing Security Impact

Reduce the impact of security related aviation activities on the efficiency and performance of the National Airspace System (NAS) through planning and mitigation.

Internal Work Initiative: ATO Security

Protects the U.S. and its interests from threats related to national defense, homeland security, and natural disasters involving the Air Domain. Mitigate the impact of these threats and associated response measures on the safety and efficiency of the NAS. Act as a single focal point for our security aviation partners (e.g., DOD, DHS, LE, etc.) and ATO facilities to enable safe and efficient planning and integration of security operations and initiatives into the NAS. Gain and maintain a level of understanding of the complex mission requirements of DOD and federal, state, and local law enforcement agencies in order to integrate their operational missions into the National Airspace System (NAS).

Internal Work Activity: Development of and Support for Operational ATM Security Procedures

Support ATM security operations such as National Hurricane Operations Plan (NHOP), Open Skies Treaty Flights, Global Positioning System/Identification, Friend or Foe/Electronic Attack (GPS/IFF/EA) testing, Special Interest Flights (SIF), diplomatic flights, call signs, and other domestic and foreign aircraft overflight security requirements

through the development of and support for operational ATM security procedures in FAA directives, non-regulatory guidance publications, and Standard Operating Procedures (SOPs).

Activity Target 1:
ATM Security Procedures in AJR-2 documents. Work with FAA Lines of Business (LOBs) and interagency partners to assess Air Traffic Management (ATM) Security procedures in FAA System Operations Security directives and publications for accuracy and effectiveness, and initiate changes as needed. Due September 30, 2018

Activity Target 2:
ATM Security Procedures in non-AJR-2 ATO documents. Work with FAA Lines of Business (LOBs) and interagency partners to assess operational ATM security procedures in non-AJR-2 ATO directives and publications, including the Pilot Controller Glossary (PCG), for accuracy and effectiveness, and initiate changes as needed. Due September 30, 2018

Activity Target 3:
ATM Security Procedures in non-ATO FAA documents. Work with FAA Lines of Business (LOBs) and interagency partners to assess operational ATM security procedures in non-ATO directives and publications for accuracy and effectiveness, and initiate changes as needed. Due September 30, 2018

Activity Target 4:
ATM Security Procedures in non-FAA documents Work with non-FAA interagency partners and FAA LOBs to assess operational ATM security procedures in non-FAA documents for accuracy and effectiveness, and coordinate or initiate changes as needed. Due September 30, 2018

Internal Work Activity: Support Interagency Operational ATM Security Policy, Planning and Coordination

Support interagency operational Air Traffic Management (ATM) security planning, policy, and coordination for Open Skies Treaty flights, Global Positioning System/Identification, Friend or Foe/Electronic Attack (GPS/IFF/EA) testing, Special Interest Flights (SIF), diplomatic flights, call signs, and other domestic and foreign aircraft overflight security requirements.

Activity Target 1:
Treaty and National Security Policy Support. Serve as FAA point of contact for operational policy, planning and coordination for Open Skies Treaty flights in the United States. Participate in and serve as FAA point of contact for other treaty and national security policy support ad hoc meetings and working groups. Due September 30, 2018

Activity Target 2:
GPS/IFF/EA and Commercial Space Activity Planning, Coordination and Support. Support policy, planning, coordination and tracking of Electronic Attack (EA), Global Positioning System (GPS), and Identification Friend or Foe (IFF) test and commercial space launch and recovery activity within the NAS to mitigate impact of these activities on the NAS. Participate in internal and interagency meetings on GPS, IFF, EA, and commercial space activities. Due September 30, 2018

Activity Target 3:
Formal Agreements with Other Agencies. Support ATM security operations by developing, reviewing and/or revising Memorandums of Agreement (MOAs), Memorandums of Understanding (MOUs), Letter of Agreement (LOAs), and Joint Concept of Operations (J-CONOPS). Participate in internal and interagency meetings to facilitate coordination of formal agreements with other agencies. Due September 30, 2018

Activity Target 4:
Interagency Support. Serve as the FAA point of contact for interfacing with interagency partners concerning support of national security, aviation security, intelligence and law enforcement mission sets. Coordinate interagency policy for aircraft entering, exiting, and operating within US territorial airspace. Conduct or participate in interagency working groups and meetings regarding operational ATM security issues. Due September 30, 2018

Internal Work Activity: Support for FAA Programs Affecting Operational ATM Security

Support operational ATM security aspects of FAA Call Sign policy and processing. Support operational ATM security aspects of classified and sensitive unclassified operations in the NAS by developing and coordinating requirements for the protection of the sensitive flight data (SFD) associated with such flights; maintain and update the filter files and process used to execute the protection of SFD. Provide administrative support for operational ATM security-related software, databases and web sites.

Activity Target 1:
Domestic Aircraft Identification Security Program. Serve as the FAA point of contact for developing and implementing call sign security procedures for Department of Defense (DoD) and Federal, State and Local (FSL) government and law enforcement aircraft; aircraft using three letter International Civil Aviation Organization (ICAO) company designators; and aircraft operating with foreign registration numbers in the National Airspace System. Serve as interface with the ICAO for Government ICAO three letter designators and telephonies. Due September 30, 2018

Activity Target 2:
Management of Sensitive Flight Data (SFD) Protection Program. Serve as the FAA point of contact for developing and implementing policy and procedures for the protection of FAA collected or generated flight data associated with sensitive flights, which are the classified and sensitive unclassified operations conducted in the NAS for the purposes of national defense, homeland security, intelligence and law enforcement. Coordinate with NAS program offices to implement AJR-2 Sensitive Flight Data (SFD) filtering files and process. Work to incorporate the SFD protection requirements in the appropriate FAA baseline documents, to possibly include the NAS Requirements Document (NAS-RD), the Acquisition Management System (AMS) process, and the Joint Resources Council (JRC) baseline checklist. Due September 30, 2018

Activity Target 3:
Web Site and Database Management Support. [PRN site, SIF database, support for SOSC, special call sign list for 7110.67] Create and maintain and/or access and analyze data in security-related enterprise databases, filter files, and aeronautical charts used by or available in Automatic Detection and Processing Terminal (ADAPT), Automated Airspace Detection System (AADS) the Sensitive Flight Data (SFD) identification process, Traffic Flow Management System (TFMS), Aircraft Situation Display to Industry (ASDI), Aeronautical Data Exchange (ADX), Jeppesen FliteStar, AVS Web Operations Safety System (WebOPSS), online flight trackers, SkyWatch, NextGen, and other data systems required by AJR-2 for security assistance and support. Due September 30, 2018

Activity Target 4:
Controlled Unclassified Information (CUI) Implementation Support. Serve as the FAA operational ATM security POC in meetings, workgroups and initiatives related to policy on the categorization and protection of Sensitive Flight Data (SFD) associated with the classified and sensitive unclassified missions conducted in the NAS for the purposes of national defense, homeland security, intelligence and law enforcement. Due September 30, 2018

Internal Work Activity: Support NextGen and Interagency ATM Security Harmonization Initiatives

Ensure interagency operational ATM security issues and requirements are taken into consideration as the FAA develops and matures policies and strategies to move forward with NextGen and globalization of ATM.

Activity Target 1:
ADS-B Equipage and Operations Security (OPSEC) Strategy Development and Support. Serve as the FAA operational ATM Security POC in meetings and discussions regarding NEXTGEN system flight data security and interagency OPSEC requirements and issues, particularly meetings and issues related to ADS-B/Mode S flight data security Due September 30, 2018

Activity Target 2:
Radar Strategy Development and Support. Serve as the FAA operational ATM security POC in meetings, workgroups and initiatives related to FAA radar strategy Joint Surveillance System (JSS) strategy, and interagency radar strategy. Due September 30, 2018

Activity Target 3:
Cyber Security Strategy Development and Support. Serve as the FAA operational ATM security POC in meetings, workgroups and initiatives related to the unauthorized disclosure of Sensitive Flight Data (SFD) associated with the classified and sensitive unclassified flights in the NAS conducted for the purposes of national defense, homeland security, intelligence and law enforcement. Due September 30, 2018

Activity Target 4:
NAS Data Release Strategy Development and Support. Serve as the FAA operational ATM security POC in meetings and discussions regarding NAS data release security issues, particularly with regard to Sensitive Flight Data (SFD). Perform NAS Data Release Board (NDRB) evaluator functions. Review agency agreements, such as MOAs, IAAs, etc., pertaining to NAS data release of SFD to ensure operational ATM security requirements are met. Due September 30, 2018

Internal Work Activity: Operational Lead for Air Traffic Organization's (ATO's) Crisis Response, Planning, and Execution

Strengthen the ATO's response to disasters and other significant incidents through the development, exercise, and execution of plans and procedures for: the activation of the national Air Traffic Organization (ATO) Significant Incident Response Team (ASIRT), including, as needed, the use of the ATO Incident Response Management Center (AIRMAC); interaction with the three Service Center Significant Incident Response Groups (SIRGs); and cooperation with interagency partners, specifically including support to the U.S. Department of Transportation's National Response Program (NRP) and work with the Federal Emergency Management Agency (FEMA).

Activity Target 1:
Represent ATO in matters concerning significant incidents (e.g. weather, man-made disasters) which exceed normal operational capabilities; matters and issues concerning communicable disease, pandemic influenza, and public health risk interests and emergencies; and matters and issues concerning Man Portable Air Defense Systems (MANPADS) and the Interagency MANPADS Working Group (IMWG). Refine ATO significant incident management procedures, to include finalizing, as well as integration with the emerging Joint Air Traffic Operations Center (JATOC) concept, guidance that extends from initial alert, deactivation and after-action activities (e.g., FAA Orders, ATO Notices/regulations, and internal Standard Operating Procedures (SOPs) and checklists. Utilize real world crisis, as well as exercises to develop After Action Reports (AAR) and Corrective Action Plans (CAP) to refine procedures. Due September 30, 2018

Activity Target 2:
Coordinate ASIRT staffing of the AIRMAC, National Response Coordination Center (NRCC) Emergency Support Function (ESF-01) aviation element, and other ATO incident management nodes (e.g., Air Access Response Cell (AARC) as required to respond to disasters and other significant incidents. Refine threat/hazard specific procedures to facilitate ATO response efforts. Due September 30, 2018

Activity Target 3:
Represent AJR-2 in meetings of the FAA headquarters Crisis Response Working Group (CRWG), including those convened for international threat situations and significant incidents. Provide follow-up plans regarding CRWG activities and recommendations, as well as, an annual compliance report. Due September 30, 2018

Activity Target 4:
Lead ATO for all exercise and contingency planning. Develop and conduct regular ATO exercises to explore the organization's ability to effectively respond to significant incidents. Participate in FAA and National Level Exercise (NLE) planning meetings, to include all phases and other exercise planning forums when required. Publish an integrated exercise calendar. Due September 30, 2018

Internal Work Activity: Utilize and Promote Security and Crisis Response Automation Platforms

AJO-0 AJR-2 (202-267-8691) (Mike Hughes)
Strengthen the ATO's ability to protect and respond to threats in the Air Domain through utilization of security and crisis response automation platforms. Enhance these platforms, as well as develop and field new system, in order to substantially improve security capabilities to meet the changing threat environment.

Activity Target 1:
Equip and train AJR-2 personnel on automation platforms that enable research of Air Traffic Management (ATM) security and crisis response related data. Due September 30, 2018

Activity Target 2:
Analyze data in security related databases available in AJR-2 automation platforms to support operational and other programmatic needs. Due September 30, 2018

Activity Target 3:
Equip and train other ATO offices and external partners on crisis response automation platforms and their functionalities as needed to support partnership efforts. Due September 30, 2018

Activity Target 4:
Analyze crisis response automation platforms to identifyand address capabilities deficiencies. Due September 30, 2018

Internal Work Activity: Embedded Operational Security Representatives at Critical Interagency Facilities

Support the coordination between the FAA and Homeland Security/Defense operations centers with

embedded FAA Liaisons and Air Traffic Security Coordinators (ATSCs).

Activity Target 1:
Conduct, at least biannually, reviews using the Department of Defense's (DOD's) intercept operations reports. Further, identify actions to be taken by FAA to further mitigate the impact of intercept operations in the National Airspace System (NAS) while still meeting national security objectives. The review will include post review actions such as meeting with Department of Defense (DOD), Department of Homeland Security (DHS), and internal FAA representatives. The result and actions taken will be briefed to appropriate FAA executives. Due September 30, 2018

Activity Target 2:
Conduct, at least biannually, reviews of actions taken by FAA to further mitigate the impact of classified operations in the NAS while still meeting national security objectives. The review will include post review actions such as meeting with DOD, DHS, and internal FAA representatives. Due September 30, 2018

Activity Target 3:
Conduct, at least biannually, reviews of law enforcement flight activity reports. Identify actions to be taken by FAA to mitigate the impact of law enforcement flight activities on the NAS while still meeting national security objectives. The review will include post review actions such as meeting with DOD, DHS, and internal FAA representatives. Due September 30, 2018

Internal Work Activity: Air Domain Outreach and Education: Domestic and International

Represent the ATO at domestic and international venues to strengthen Air Navigation Services (ANS) focused cooperation with other Federal, State, and local government authorities, as well as foreign Civil Aviation Authorities and Air Navigation Services Providers on shared national security, law enforcement, aviation security, and emergency operations related goals involving the Air Domain.

Activity Target 1:
Conduct educational briefings and seminars to law enforcement (LE) and non-LE agencies; other first responders; domestic stakeholders; user groups and the public on aviation security operational procedures and requirements. Include in report any issues that developed and recommended actions. Due September 30, 2018

Activity Target 2:
Deploy qualified liaisons to selected high profile events to provide onsite airspace security expertise and monitoring capability, and to provide assistance with aviation security/safety issues as required. Include the frequency and outcome of each deployment. Due September 30, 2018

Internal Work Activity: Operationalize Air Domain Related Intelligence

Translate, as appropriate, intelligence concerning the NAS, provided by various government agencies, into specific real time actions that ensure the safety and security of the NAS while responding to the needs of our government partners.

Activity Target 1:
Plan, coordinate and monitor the execution of airspace security measures for national defense, law enforcement, and homeland security exercises and missions. Complete monthlyreviews. Due September 30, 2018

Activity Target 2:
AJR-25 will plan and coordinate Department of Homeland Security (DHS) and other law enforcement (local, state, federal) aviation missions and exercises in close cooperation with AJR-24. The Intra-Group coordination should take place within established time limits to ensure appropriate air traffic support. AJR-25 will meet with AJR-24 on a minimum quarterly basis and review a sampling of events coordinated for adherence to procedure and timeliness. Due September 30, 2018

Activity Target 3:
Air Traffic Security Coordinators (ATSCs) will conduct air traffic security operations for national defense and homeland security missions; as well as leverage all intelligence provided by FAA and other channels to monitor airspace and track flights (domestic and international) in the National Airspace System (NAS). Conduct daily review of Skywatch logs and monthly review of operations for results and analysis. Due September 30, 2018

Activity Target 4:
The System Operation Support Center (SOSC) will share pertinent aviation security information internally and externally. This security information is disseminated to the correct offices and locations to develop airspace restrictions accurately and

timely. SOSC will also collaborate and coordinate special interest flight waivers and routings in accordance with established guidance. SOSC actions will be reviewed monthly to verify accuracy. Due September 30, 2018

Internal Work Initiative: System Operations Security

Provide policy, planning, and management for all aspects of ATM operational security in the National Airspace System (NAS), including Presidential movement, classified programs, crisis and emergency response, Special Use Airspace, and military activities.

Internal Work Activity: Strategic Air Traffic Management Security Activities of the NAS

Develop and coordinate strategic air traffic management (ATM) security policy and planning. Conduct ATM security research

Activity Target 1:
Develop annual business plan and Short Term Incentives (STIs) for AJR-2 in compliance with FAA and internal guidelines. Due September 30, 2018

Activity Target 2:
Complete monthly AJR-2 Business Plan update tracking and reporting in Simplified Program Information Reporting and Evaluation (SPIRE) system. Immediately report targets identified as Yellow or Red status to execute and monitor an action plan for remedy. Due September 30, 2018

Activity Target 3:
Oversee and track AJR-2 budget expenditures. Ensure completion of quarterly budget management reports and contract purchase requests in correct quarter. Due September 30, 2018

Activity Target 4:
Track and identify AJR-2 Directorate office requirements to include: authorization/staffing status and issues; office telecommunications/automation requirements and shortfalls. Due September 30, 2018

Internal Work Activity: Development and Execution of Airspace Restriction in Support of National Security Objectives

Support the requests of national, state, local, and tribal agencies to develop and implement Temporary Flight Restrictions (TFR) in response to security, law enforcement, and natural disaster events.

Activity Target 1:
Identify and plan protective security measures (including the publication of the preliminary advisory notice) for National Special Security Events (NSSE). Normally preliminary advisory notices will be accomplished two weeks prior to the event. Conduct a quarterly review of events to ensure 90% of the notices are published at least 10 working days prior to the event. Due September 30, 2018

Activity Target 2:
Develop, coordinate, and implement airspace restriction plans for Very Important Person (VIP) movements in the National Airspace System (NAS). Identify and report on all VIP movement planning efforts, to include issues identified and resolution. Due September 30, 2018

Activity Target 3:
Track and review System Operations Support Center (SOSC) activities on a monthly basis to ensure they are completed timely and accurately. Provide monthly report on trend analysis of statistical data and any issues, when requested to the Director of AJR-2 on a quarterly basis, no later than the last day of the month following the end of the quarter (January, April, July, October). Due September 30, 2018

Activity Target 4:
Complete at least 90% of VIP movement coordination packages at least 36 hours before the movement is scheduled to occur. Due September 30, 2018

Internal Work Activity: Communications Security (COMSEC) and Information Security (INFOSEC)

Support the requests of various government agencies to conduct classified operations within the NAS. Coordinate these requests across the ATO/Air Navigation Service Provider as needed to preserve confidentiality as a trusted agent.

Activity Target 1:
Plan, coordinate, execute, monitor, and review national defense and homeland security classified aviation operations through our established interagency network to provide airspace security planning and support, and to mitigate the impact of classified operations on the National Airspace System (NAS). Due September 30, 2018

Activity Target 2:
Execute the Communications Security (COMSEC) project plan to assure ATO's COMSEC needs for the protection of National Security Information (NSI) are met. Ensure that the project plan, all reviews, reports and the semi-annual inventory inventories are completed IAW FAAO 1600.8. Completion will be evidenced by successful COMSEC audit Due September 30, 2018

Activity Target 3:
Manage personnel security requirements (validate clearances and complete visit access requests) in compliance with FAAO 1600.1E. Validate personnel access level requirements and justify authorizations. Complete a monthly report on personnel security activities by 20th day of following month. Due September 30, 2018

Activity Target 4:
Coordinate and execute national defense, homeland security, and classified aviation operations through established interagency network to provide air traffic support, and to mitigate impact of classified operations on national airspace system. Due September 30, 2018

Internal Work Objective: Airspace and Regulations

Responsible for formulating regulatory policy related to the National Airspace System. Lead the efforts for determining the compliance to various Federal Regulations of an OE/AAA petition received by the FAA Administrator for obstacles that may impact navigable airspace. The group develops rules, policy, and standards for the safe and efficient use of the navigable airspace; reviews and analyzes the potential effect of proposed changes in airspace allocation; and recommends national policy for establishing Special Use Airspace.

Internal Work Initiative: AJO/AJV-11 Airspace and Regulations

Responsible for formulating regulatory plans to the National Airspace System. Lead the efforts for determining airspace uses and the impact of Emerging Technology has on Airspace Policy. The group develops rules, policy, and standards for the safe and efficient use of the navigable airspace; reviews and analyzes the potential effect of proposed changes in airspace allocation which includes environmental policy for Airspace actions; and recommends national policy for establishing Airspace.

Internal Work Activity: Airspace Regulations and Rulemaking

Lead formulation of regulatory policy for the Air Traffic Organization through collaborative efforts with other LOBs and the coordination of policies with ARM for publication into the Federal Register.

Activity Target 1:
Publish Notice of Proposed Rulemaking (NPRM) for Part 77 rulemaking action. Due September 30, 2018

Activity Target 2:
Develop action plan defining next steps for the implementation of recommendations from the Aviation Rulemaking Committee for 14 CFR Part 101. Due December 31, 2017

Internal Work Activity: Environmental Regulations

Improving organization process through proactive community engagement.

Activity Target 1:
Develop and document Phase 2 activities for the IFP environmental Prescreening Filter to include quarterly updates and inclusion AIS in the group of users. Due September 30, 2018

Activity Target 2:
Submit a justification package to AEE for new or revised CATEXs to FAAO 1050.1. Due September 30, 2018

Internal Work Activity: Improve directive guidance for terminal airspace designations (Class B, D, and E)

Evolving NAS operations and navigation capabilities have resulted in a need to update policies and criteria applicable to the designation, modification or revocation of terminal airspace areas.

Activity Target 1:
Submit to AJV-8 a DCP addressing revised Class B airspace policy guidance addressing the criteria, designation, review, modification, and revocation of Class B airspace areas for inclusion in a future change to FAAO JO 7400.2, Procedures for Handling Airspace Matters. Due September 30, 2018

Activity Target 2:
Submit Document Change Proposals (DCPs) for 7400.2, Chapters 17 and 18 Due September 30, 2018

Internal Work Initiative: AJV-1 Community Involvement

Reduce the U.S. population exposed to significant aircraft noise around airports to 300,000 persons in calendar year 2017.

Internal Work Activity: Reduced Noise

Lead a FAA collaboration to inform guidance for developing procedures that consider best practices to reduce noise exposure, through regular meetings to discuss research plans and results.

Activity Target 1:
Release Community Involvement PBN desk guide version 2. Due January 31, 2018

Activity Target 2:
Develop community involvement eLMS training for AJT and AJV management and disseminate for review. Due March 31, 2018

Activity Target 3:
Lead ongoing FAA discussion of operational measures and research plans to reduce noise from aircraft operations. Due September 30, 2018

Activity Target 4:
Identify priority updates to FAA policy Order 7400.2 Chapter 32 to reflect community involvement best practices in coordination with other FAA offices. Due September 30, 2018

Internal Work Activity: Federal Register Notice - Noise Policy

Create a Federal Register Notice for noise policy context outlining conceptual options regarding the NEPA significance threshold and develop an associated public website for the research.

Activity Target 1:
Support Noise Policy Work Group and Noise Steering Group discussions by reviewing materials, assessing implications for air traffic, and briefing ATO management. Due September 30, 2018

Activity Target 2:
Lead ATO coordinated review of draft content for Federal Register Notice and public website. Due September 30, 2018

Internal Work Activity: Noise Steering Group Recommendations

Implement the Noise Steering Group-endorsed recommendations resulting from the FY17 Noise Outreach CSTI.

Activity Target 1:
Lead ATO involvement in the annual AEE environmental forum, including distributing information about the forum, encouraging management support for employee attendance, and presenting on requested topics (e.g., presenting an ATO community involvement case study). Due May 30, 2018

Activity Target 2:
Lead ATO community involvement training by reminding AJV management of the availability of FAA Community Involvement Manual eLMS training, encouraging participation in this and other community involvement training opportunities, and developing complementary community involvement training for AJT and AJV management. Due June 30, 2018

Activity Target 3:
Lead ATO input and review of AEE-led effort to create an agency-wide community involvement page on FAA.gov. Due March 31, 2018

Internal Work Objective: Aviation System Efficiency and Capacity Improvements

Identify, characterize, and quantify operational issues that may benefit from airspace and procedure changes in high priority regions of the NAS.

Internal Work Initiative: Major Airspace Redesign

Evaluate the need for airspace redesign initiatives to increase the efficiency and reliability of the airspace structure and the ATC system. Optimal airspace structure maintains system safety and can accommodate air traffic growth while mitigating air traffic delays and reducing fuel burn.

Internal Work Activity: Support Association of South East Asian Nations (ASEAN) Engagement

OSI Support to assist ASEAN and its member States in the areas of safety, airspace efficiency and capacity, and environmental leadership by completing the four (4) targets as identified and approved by the International Advisory Board (IAB). Due September 30, 2018.

Activity Target 1:
Share best practices and lessons learned from the Metroplex redesign initiative with at least one ASEAN member State. Due December 31, 2017

Internal Work Initiative: NAS SECURITY AND ENTERPRISE OPERATIONS, AJW-B

Maintain the current mission, vision, and core values as NAS Security and Enterprise Operations (NASEO) to ensure that the management team meets the mission, vision, and core values.

Internal Work Activity: NAS SECURITY AND ENTERPRISE OPERATIONS, AJW-B0

NAS Security and Enterprise (NASEO fully implemented as planned as part of the recent organizational realignment that created a Cyber Group level.

Activity Target 1:
Information, Data and Communications and Surveillance Enterprise Control Centers (ECCs) operating 365 days, 7/24 by August 01, 2018 Due August 1, 2018

Activity Target 2:
Established a NAS Cyber Operations (NCO) presence within the Enterprise Data Services team by June 30, 2018 Due June 30, 2018

Internal Work Initiative: NETWORK OPERATIONS GROUP, AJW-B100

Provide operational oversight and maintenance of assigned global enterprise systems and networks supporting the aviation community.

Internal Work Activity: WAAS TEAM, AJW-B160

Provide operational oversight and maintenance of assigned Wide Area Augmentation System (WAAS) East/West global enterprise systems/networks and mitigate impact to the NAS for both scheduled and unscheduled events.

Activity Target 1:
In accordance with 6000.15, the Wide Area Augmentation System (WAAS) Operations Teams will perform site inspections of 7 facilities with FAA owned equipment and leased services located at contractor and international sites. Due September 30, 2018 Due September 30, 2018

Activity Target 2:
Complete a minimum of 98% of WAAS certifications within identified schedules and conditions. Due September 30, 2018 Due September 30, 2018

Activity Target 3:
Complete 95% of all assigned preventative maintenance tasks for the WAAS O&M Subsystem (WOMS) and associated logging requirements as specified in Order J0 6882.2A Maintenance of Wide Area Augmentation System. Due September 30, 2018 Due September 30, 2018

Internal Work Initiative: TELECOMMUNICATIONS GROUP, AJW-B200

Ensure that FAA owned and leased telecommunications services meet or exceed customer expectations. Provide a single point of contact for telecommunications and operational oversight of assigned global enterprise systems and networks while continuing to support legacy services to the aviation community.

Internal Work Activity: FAA TELECOMMUNICATIONS SERVICES, AJW-B200, AJW-B210, AJW-B220, AJW-B230, AJW-B240

Improve the availability and reliability of customer telecommunications services while mitigating the impact of telecommunications outages on the NAS. Serve as the single focal point for all telecommunications issues. Liaison between the Program Management Office (PMO) and the field to ensure the field is able to manage all new and existing services.

Activity Target 1:
Identify key FAA sites that will benefit from the implementation of improved network optimization technology and other operational improvements across the FAA telecommunications networks. Due September 30, 2018 Due September 30, 2018

Activity Target 2:
Identify legacy Radio Communication Link (RCL) sites to the Program Management Office (PMO) that can be eliminated and replaced with FAA Telecommunications Infrastructure (FTI) assets to improve reliability of the telecommunications network for NAS services, thus reducing operation and maintenance and lease costs to the agency overall. Due September 30, 2018 Due September 30, 2018

Activity Target 3:
Ensure that the FAA Telecommunications Infrastructure (FTI) network meets or exceeds an aggregate availability of .9999 for dual-threaded NAS operational services. Due September 30, 2018 Due September 30, 2018

Internal Work Initiative: NATIONAL OPERATIONS, AJW-B300

Maintain operational availability of the National Airspace System (NAS) at 99.7 percent. Provide programmatic Technical Operations, leadership in the following areas: facility incident response; ATSAP; TSAP; program emergency operations; COOP: National Aircraft Accident Response; TechNet; modification tracking; strategic event coordination; Maintenance moratoria; maintenance alerts; international outreach; system administration; GPS Coordination and oversight to category C or D runway incursions.

Internal Work Activity: NATIONAL OPERATIONS CONTROL CENTER, AJW-B310

National Operations Control Center is the principal element of Technical Operations at the national level. Responsible for providing a national operations focus for the delivery of tactical NAS services, decision management, and operational reporting of NAS status. The NOCC provides 24/7 oversight for day to day management of the NAS infrastructure, and manages emergency disaster recovery activities with the Service Areas.

Activity Target 1:
Initial coordination with Air Traffic identified as a control center efficiency. Implement initial coordination tool nationally to Local Air Traffic at ATCT by Control Centers by fist due date was November 15, 2016. Then Due November 15, 2017, New due date is August 2018 Due August 31, 2018

Activity Target 2:
Maintain NAS Cyber Operations monitoring capability of at least 99%. Due September 30, 2018 Due September 30, 2018

Activity Target 3:
Develop OCC transition plan addressing SOPs, training, staffing, workloads, scheduling, infrastructure changes and timelines. Due October 31, 2017 Due October 31, 2017

Activity Target 4:
Develop and implement OCC Standard SOPs. Due January 31, 2018 Due January 31, 2018

Activity Target 5:
Develop OCC Training Guides, accomplish updated training. Due January 31. 2018. Due January 31, 2018

Activity Target 6:
Accomplish final coordination on training, workload, schedules, transition details; implement One OCC. Due February 28, 2018 Due February 28, 2018

Activity Target 7:
Revamp Executive Telcon to focus on ORM and replace the 7:15 morning operation call. Due December 2017 Due December 31, 2017

Activity Target 8:
Implement NTEL at all TOCC's to enhance NAS situational awareness. June 2018 Due June 30, 2018

Activity Target 9:
Refine and formalize standard process for Command Center Common messing with SysOPs July 2018 Due July 31, 2018

Activity Target 10:
ECC to Relieve EDS of all SWIM related tier one operational workload. Due January 2018 Due January 31, 2018

Internal Work Initiative: NAS INFORMATION SECURITY GROUP, AJW-B400

Mitigate evolving cyber threats and Information Systems Security (ISS) vulnerabilities that have the potential to impact Air Traffic Operations. This is done by providing Risk Management System Authorization, Governance, Architectural Development, Monitoring, Detection, and Response through NAS Cyber Operations. These services provide the agility necessary for the ISS environment, while complying with public law and supporting aviation safety and efficiency goals.

Internal Work Activity: Complete Information System Security Documents and Testing

Provide risk management system authorization, governance, and testing for NAS cyber operations.

Activity Target 1:
Complete 80% of ISS Authorization Documents in accordance with the FY18 ATO Authorization and ISCM Schedule (SCD, SSP, ISCP, or NSCP, ISCP), Test Plan and Results. Due September 30, 2018 Due September 30, 2018

Activity Target 2:
Complete 80% of ISS Testing in accordance with FY 18 ATO ISCM Testing Schedule. Due September 30, 2018 Due September 30, 2018

Internal Work Initiative: INTEGRATION & RESILIENCY GROUP, AJW-B500

Maintain operational availability of the National Airspace System (NAS) while integrating new NAS systems and services seamlessly into the operational environment. Provide technical support to NAS enterprise services and infrastructure. Establish a proactive and coordinate effort across FAA programs and organizations to strengthen and maintain secure, functioning, and resilient critical NAS infrastructure. Modernize FAA policy to incorporate industry best practices for preparedness across prevention, protection, mitigation, response, and recovery.

Internal Work Activity: OPERATIONS INTEGRATION, AJW-B510

Efficiently integrate new NAS systems and services seamlessly into the operational environment by ensuring that the framework is in place to support operations and maintenance (O&M).

Activity Target 1:
Ensure 90% of the checklist items are completed prior to a new service's operational date. Due September 30, 2018 Due September 30, 2018

Internal Work Initiative: OPERATIONS PROGRAMS, AJW-B600

Support NEO business operations through effective formulation and execution of funds, efficient resource utilization, and by administering proper certification, safety and required training needs. Provide tactical operational coordination to support NAS Operations and emergencies. Provide programmatic support to NAS operations and systems and improve strategic safety reporting and communications. Promote a safe and secure NAS by enhancing information security systems and identifying safety risk management processes.

Internal Work Activity: PROGRAM CONTROL TEAM, AJW-B610

Provide business operations support to the NASEO Directorate ensuring efficient and effective allocation and utilization of resources within the main focus areas of financial management, staffing and resource management, training, and contracts.

Activity Target 1:
Obligate 98% of FY18 allocation by September 30th. Conduct quarterly fund reviews with management to ensure budget execution is within authorized allowances. Due September 30, 2018 Due September 30, 2018

Activity Target 2:
Build/Formulate and execute an Operational Programs, Program Control Team Dashboard. Due: June 30, 2018 Due June 30, 2018

Activity Target 3:
Prepare and submit personnel actions to Management Services within 10 business days of request. Due September 30, 2018 Due September 30, 2018

Activity Target 4:
Develop a New Hire Checklist for Management and New employees. Due: March 30, 2018 Due March 31, 2018

Internal Work Activity: TACTICAL OPERATIONS PROGRAMS, ATO/AJW-B620

Provide tactical operational program support to NAS Operations in such areas as: Technical Operations Aircraft Accident (TOAAR) Program; Technical Operations National Field Incident Response (FIR) Program; Technical Operations' Headquarters Continuity of Operations (COOP) Program; Strategic Event Coordination (SEC) Program; Infrastructure Services as Needed (ISAN) component of the ATO Efficiency Report Online (AERO) portal; National Maintenance Alert (NMA) and Maintenance Moratorium Program; the Equipment Related Delays, Significant Event Report (SER), Lessons Learned, and Surface Incidents Programs; Technet.faa.gov portal; and the maintenance of the Remote Monitoring and Logging System (RMLS) National Operations Control Center (NOCC) Node and Data Repository.

Activity Target 1:
Administer annually at least one Emergency Operations program review and table top exercise with each of the Service Area Field Incident Response (FIR). Update Order 1920.5 Technical

Operations Field Incident Response (FIR). Due September 30, 2018 Due September 30, 2018

Activity Target 2:
Update Order 6030.41 Notification of Facility and service Interruptions and other Significant Events. Due September 30, 2018 Due September 30, 2018

Activity Target 3:
Populate three years of archived Technical Operations aircraft accident packages on the centralized Aircraft Accident KSN site. Provide updates to AJI for Order JO8020.16 Air Traffic Organization Aircraft Accident and Incident, Notification, Investigation, and Reporting Chapter 9 Section III Technical Operations Services. Conduct at least one Aircraft Accident Table Top Scenario with each of the Service Areas. Develop and deliver to Training the content for the Technical Operations Field Response to Aircraft Accidents eLMS course. Due September 30, 2018 Due September 30, 2018

Activity Target 4:
Complete the update the Strategic Event Coordination (SEC) Service Level Agreement (SLA) and SEC related language in Orders 6000.15 and 7210.3. Administer one annual national SEC committee meeting. Develop and deliver to Training the content for the Ground Based Navaids for the NAS (GBNN) eLMS course. Due September 30, 2018. Due September 30, 2018

Activity Target 5:
Track and manage the Technical Operations Services Equipment Related Delays and Surface Incidents and distribute monthly commentary reports. Produce and distribute the Technical Operations Weekly Look Ahead Report. Due September 30 2018. Due September 30, 2018

Activity Target 6:
Complete 95% of all assigned preventative maintenance tasks, and 100% of all modifications for NOCC RMLS Node and Data Repository. Due September 30 2018. Due September 30, 2018

Internal Work Initiative: NAS Defense Program, AJW-B700

Maintain NAS Defense Facilities and Services

Internal Work Activity: NDP RESOURCE SERVICES, AJW-B710

Effectively and efficiently manage the LRR NDP cost-share program in accordance with the regulations and guidance provided by DOD and by annually achieving the objectives of the FAA-USAF Joint Services Agreement (JSA).

Activity Target 1:
Provide quarterly funding to Elmendorf AFB to meet the contractual obligations we have in accordance with the Joint Service Agreement. Due September 30, 2018 Due September 30, 2018

Internal Work Objective: Performance Based Navigation

Optimize airspace and Performance Based Navigation (PBN) procedures to improve efficiency an average of 10 percent across core airports by 2018.

Internal Work Initiative: Enable Relevant FAA Strategies

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Internal Work Activity: Continue to consistently align with Service Centers and other relevant groups on the IFP processes

Continue to consistently align with Service Centers and other relevant groups on the IFP processes

Activity Target 1:
Promote increased communication and process alignment within both PBN and non-PBN procedure development community. Due September 30, 2018

Activity Target 2:
Advance procedure related automation efficiencies through tool refinement and updates. Due September 30, 2018

Internal Work Activity: PBN NAC Recommendations

Complete NextGen Priorities Implementation Milestones.

Activity Target 1:
Single Site OPDs (AUS). Due December 31, 2017

Activity Target 2:
Single Site OPDs (HND). Due December 31, 2017

Activity Target 3:
Aircraft Equipage Inventory - Analysis of aircraft

equipage inventory, VNAV causal factors, equipage strategy, and identification of subsequent actions. Due March 31, 2018

Internal Work Objective: Optimizing the Use of Agency Resources

As public stewards, AFN will optimize the use and management of FAA resources to improve accountability and enhance operational efficiency through improved management of FAA acquisitions and real property assets, effective management of financial resources, and support of non-AFN workforce planning. Successful accomplishment of this objective is measured through effective management of Agency acquisition policies and practices, reducing space requirements and pursuing alternative workplace strategies to increase space utilization, achieving cost reduction and avoidance targets, favorable financial system audit results, continuous efforts to promote the development of small businesses as well as good corporate citizenship, and establishing an AIT UAS PMO office to provide an one-stop-shop portal for all UAS applications.

Internal Work Initiative: Contracting Opportunities for Small Businesses

Support small businesses and job creation by providing opportunities for small businesses to attain FAA contracts and purchase orders, with special emphasis on procurement opportunities for socially and economically disadvantaged small businesses (including 8(a) certified firms), service-disabled veteran-owned small businesses, and women owned small businesses.

Internal Work Activity: Awarding of Procurement Dollars (ATO)

Award procurement dollars to small businesses, with special emphasis on procurement opportunities for small disadvantaged businesses, service-disabled veteran-owned small businesses, and women owned small businesses.

Activity Target 1:
Award at least 25 percent of the total AJG direct procurement dollars to small businesses. Due September 30, 2018

Internal Work Initiative: Budget Analysis and Formulation

Formulate and execute ATO budgets - Pay and Non-pay; Manage the Operations Review Board (ORB) process; Monitor, track, report, and analyze current and historical data; Review of Ops Requirements; OST, OMB, Congressional Q&A coordination; Allowance distribution.

Internal Work Activity: Accessibility to Services

AJG-R3 will implement the approved KSN site design and navigation for the group that will contain and allow for easy access to meaningful and appropriate payroll data.

Activity Target 1:
Coordinate AJG-R3 Group and Team level KSN Site requirements and documentation Due December 31, 2017

Activity Target 2:
Develop and deploy complete redesigned AJG-R3 KSN Site. Due March 31, 2018

Activity Target 3:
Monitor monthly usage statistics and confirm with customers that needs are being met. Due September 30, 2018

Internal Work Activity: Automation Efficiencies

AJG-R3 will develop and/or enhance the necessary tools to ensure automation efficiencies are realized.

Activity Target 1:
Enhance the ATO Financial Tool with the necessary data to make financial recommendations. Due August 30, 2018

Activity Target 2:
Enhance the ATO Pay Tool to include automated reporting on Dashboard Reports. Due September 30, 2018

Activity Target 3:
Continue to provide new automated processes via the Operations Review Board (ORB) Tool, including the ability to formulate using Project Codes and an integrated Transition to Operations and Maintenance (TOM) process. Due September 30, 2018

Internal Work Activity: Integrated Customer Approach

Positive customer relations are key to an organizations ability to make smart business decisions.

Activity Target 1:
Provide monthly financial status and outlook to the

ATO Officer's Group (OG) and Deputy Vice Presidents (DVP) to improve fiscal awareness and aid in making good business decisions on a monthly basis. Due September 30, 2018

Internal Work Activity: Facilitate OST/OMB/President Budget Formulation Activities to meet internal due dates

OST and OMB require periodic information from the FAA to complete the annual FAA Budget. AJG-R3 will facilitate the appropriate activities in order to meet internal due dates

Activity Target 1:
Provide guidance and assistance in the development of Transition to Operations & Maintenance (TOMs) and Discretionary Increase Requests (DIRs). Due September 30, 2018

Activity Target 2:
Provide guidance, assistance, and consolidation of Budget Narrative Updates and Zero- Based Budget Requests (ZZB). Due September 30, 2018

Activity Target 3:
Provide guidance, assistance, and development of Base Transfer Requests. Due September 30, 2018

Internal Work Activity: Budget Formulation

Develop a reporting and analysis process to more fully integrate the budget requirements for Facilities & Equipment Activity 5 personnel and travel with the project requirements and schedule in Activities 1-4.

Activity Target 1:
Determine the appropriate level of Activity 5 staffing and funding required to support Activities 1-4 in collaboration with the Capital Investment Team (CIT) and the Capital Budgets Office ABP-300. Due September 30, 2018

Activity Target 2:
Develop and distribute Activity 5 allowances in accordance with cross Activity efforts. Due September 30, 2018

Internal Work Activity: Improve customer service in Management Services, Operations Review Board

Improve customer service in Management Services, Budget Analysis and Formulation, Operations Review Board (ORB)

Activity Target 1:
Conduct annual Operations Review Board (ORB) Outreach meetings with customers in both headquarters and the field to gather information on lessons learned, provide training on new processes and procedures, and share information. Due September 30, 2018

Activity Target 2:
Conduct Operations Review Board (ORB) lessons learned meeting/surveys to identify further process improvements. Due September 30, 2018

Internal Work Activity: Improve customer service in Management Services, Payroll Analysis Team

AJG-R38 will provide detailed staffing and pay analytics that communicates information clearly and concisely to the Service Units coordinated with AJG-P on a monthly basis to assist customers in making more informed decisions regarding their human resources and related costs.

Activity Target 1:
Develop set of draft analytics to provide to the Service Units. Due December 31, 2017

Activity Target 2:
Coordinate and consult with Administrative and Business Services Groups on analytics and deliver communication plan. Due April 30, 2018

Activity Target 3:
Begin monthly meetings with Service Units. Due September 30, 2018

Internal Work Activity: Integrate ATO Rules for Pay and Non-Pay Business Practices, Payroll Analysis Team

Coordinate the FY 2018 updates to the pay and non-pay business rules to ensure that they reflect the priorities and direction of the ATO.

Activity Target 1:
Update all policy and financial guidance information in conjunction with People Services and the Operating Budgets Office, ABP-200. Due December 31, 2017

Activity Target 2:
Finalize change with Deputy Vice-Presidents to reflect business practices that support objectives and goals of the organization. Due March 31, 2018

Activity Target 3:
Coordinate document and distribution memorandum with ATO Chief and Deputy Chief Operating Officers. Due June 30, 2018

Activity Target 4:
Update documentation as required based on changes to relevant personnel and/or financial policies and guidance as needed through the fiscal year. Due September 30, 2018

Internal Work Initiative: ATO Headquarters Business Services Group

Distribute allowances and perform execution activities. Serve as the headquarters liaison with the service areas and BSGs Prepare and Brief Execution Financial Reports

Internal Work Activity: Budget Execution

To avoid deficiencies, allowances need to be actively managed throughout the fiscal year.

Activity Target 1:
Monitor, track and report obligations and expenditures for ATO monthly. Due September 30, 2018

Activity Target 2:
Obligate ATO's FY18 Operations budget according to ABP guidelines for two-year funding of FAA's Operations appropriation. Due September 30, 2018

Activity Target 3:
Obligate ATO's FY18 Activity 5 allowance up to the lapsed funding level established by the Office of Budget and Programs (ABP). Due September 30, 2018

Internal Work Activity: ATO Budget Allowance

Distribute ATO budget allowance at the service unit level.

Activity Target 1:
Enter budget allocation in the REGIS system, for ATO Service Units within 5 business days of receipt of funds. Due September 30, 2018

Internal Work Activity: Integrated Customer Approach

Provide positive customer relation, which are key to organization's ability to make smart business decisions.

Activity Target 1:
Conduct monthly financial status and outlook meetings with the ATO Service Unit Vice Presidents and/or Business Managers to improve fiscal awareness and aid in making good decisions. Due September 30, 2018

Activity Target 2:
Conduct routine meetings with AJG-R1 customers (ATO Service Units) to discuss budget execution, performance, lessons learned and opportunities for improved performance. Due September 30, 2018

Internal Work Activity: Integrated Budget Planning

Integrate financial business rules, process guidance, and execution trends to assist in budget planning.

Activity Target 1:
Implement process document guidance on non-pay business rules and rollout Regis Spend Plan guidance. Due September 30, 2018

Activity Target 2:
Analyze current obligation rates to establish financial baseline for future formulation cycles. Due September 30, 2018

Internal Work Initiative: Optimize OPS Pay and non Pay Decision Making Process

In FY2017, a working meeting was established to better optimize how the agency can make better budgetary decisions by collaborating with the appropriate internal stakeholders. The end result is to ensure awareness of programmatic related decisions as they go through the acquisition lifecycle, awareness of those that are transitioning into Operations and Maintenance (TOM) and validation of other budgetary requests to support the OPS Review Board (ORB) formulation process.

Internal Work Activity: OPS Review Board (ORB) Decision Making Process

Collaborate with the Capital Investment Team (CIT) to understand the impacts of F&E investments on the Operations budget.

Activity Target 1:
AFN and AJG will meet monthly to discuss

impacts of upcoming Capital Investment Team (CIT) decisions on the ATO Ops budget. Due September 30, 2018

Internal Work Objective: Time Based Flow Management (TBFM)

Enhance National Airspace System (NAS) efficiency by providing Time Based Flow Management (TBFM) standards and procedures support to optimize demand and aircraft capacity at selected facilities.

Internal Work Initiative: Time Based Flow Management (TBFM)

The core initiative is to enhance the FAA's efficiency and optimize demand and capacity by supporting the expansion of TBFM and its capabilities to additional locations.

Internal Work Activity: Standards & Procedures Support for Time Based Flow Management (TBFM)

To enhance the FAA's efficiency and optimize demand and capacity by supporting the expansion of TBFM and its capabilities to additional locations.

Activity Target 1:
Support future implementation of Time Based Flow Management (TBFM) capabilities by participating in two TBFM customer forums. Due September 30, 2018

Activity Target 2:
Support future implementation of Early Departure Scheduling in one facility for 2018. Due June 30, 2018

Activity Target 3:
Support the implementation of 3 Integrated Departure and Arrival Capability (IDAC) sites for 2018. Due September 30, 2018

Internal Work Objective: Control Cost

Organizations throughout the agency will continue to implement cost efficiency initiatives. FY2014 Target: 90% of targeted savings

Internal Work Initiative: Instrument Flight Procedures Automation (IFPA) Tech Refresh Segment 1 (CIP#:A14.02-02) (CIP#:A14.02-02)

Instrument Flight Procedures Automation (IFPA) - Tech Refresh, Segment 1, A14.02-02 (CIP#:A14.02-02): FAA's Aeronautical Information Services (AJV-5) directorate maintains more than 24,000 instrument flight procedures in use at over 4,000 paved airport runways. These procedures are printed in booklets and used by pilots to determine the safe altitudes, appropriate headings and other information to successfully fly precision and non-precision approaches and departures to/from airports. IFPA is a suite of next generation Information Technology (IT) tools. These tools create products using fully integrated solutions for visual and instrument flight procedures. IFPA consists of the Instrument Procedure Development System (IPDS), Instrument Flight Procedures (IFP) database application, Airports and Navigation Aids database (AirNav) application, Obstacle Evaluation (OE) system, and the Automated Procedures Tracking System (APTS). The IPDS tool is being developed in modules, with the first module providing space-based navigation (RNAV and RNP) procedure design capability. IPDS module two will provide ground-based navigation procedure design capability and the legacy design tool will be replaced and decommissioned. IFPA is a key component in evolving the National Airspace System (NAS) into a performance-based system. Such an evolution requires an investment in systems integration and the automation of aviation data for safety and reliability purposes, as well as an automated electronic means of information sharing. IFPA supports: 1) Modernizing systems in support of both visual and instrument flight procedure development for the approach, departure, and en-route environments; 2) Increasing automated capabilities for all types of precision and non-precision instrument flight procedures, utilizing both conventional ground-based navigation equipment and space-based navigation equipment, meeting requirements for Performance Based Navigation (PBN) using the Global Positioning System (GPS), Wide Area Augmentation System (WAAS) and Ground-based Augmentation System (GBAS). The IFPA investment resides in the Airspace and Procedures section of the NAS Enterprise Architecture Infrastructure Roadmaps. In FY12, the program entered the first segment of its planned Technology Refreshes for its COTS hardware and software in support of the IPDS and APTS tools. In FY17, the program is completing its work to achieve a Baseline Change Decision (BCD) by end of Q1, which will then authorize a contract award to begin work on a new workflow tool called Aeronautical Information Services Production Workflow System (APWS) which will replace the end-of-life legacy APTS tool. Also in FY17 the program will complete its work to achieve a Final Investment Decision (FID) which will authorize it second segment of Tech Refresh for COTS hardware and software in support of the IPDS tool and the enterprise server environment.

Relationship to Objective: Retain

Internal Work Activity: IFPA Tech Refresh

In FY2018, implement components of performance-based navigation design capabilities for Instrument Procedure Development System (IPDS), under the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) platform.

Activity Target 1:
Deploy TARGETS release 5.4. Due April 30, 2018

Internal Work Initiative: Instrument Flight Procedures Automation (IFPA) Tech Refresh Sustainment 2 (CIP#:A14.02-03) (CIP#:A14.02-03)

The FAA Instrument Flight Procedures Automation (IFPA) program is a mixed lifecycle information technology tool suite, with technology refresh segments underway which upgrade both commercial off-the-shelf (COTS) hardware and software. The IFPA tool suite provides functionality for aeronautical information specialists to design, develop and maintain instrument flight procedures for navigation of the National Airspace System (NAS), including airport landings and departures and the en route environment. In FY17 the program entered its second segment of authorized technology refreshes, as part of a twenty-year lifecycle ranging from 2012-2032. Segment-2 focuses on the tech refresh of Instrument Procedures Development System (IPDS) software and associated personal computer hardware, as well as the tech refresh of enterprise server hardware. During Sustainment 2, the IPDS tool will complete its migration to the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) tool platform, supporting both space-based (performance-based) and ground-based (conventional) navigation design capabilities.

Relationship to Objective: Retain

Internal Work Activity: IFPA Tech Refresh

In FY18, COTS Personal Computer hardware will be refreshed.

Activity Target 1:
Complete TARGETS COTS Personal Computer Hardware Installation Due June 30, 2018

Internal Work Objective: Strategic Flow Management Application (CIP#:G05A.01-01)

Strategic Flow Management Application (SFMA) supports initiatives to investigate shortfalls in traffic follow management (TFM) and develop concepts and capabilities to mitigate shortfalls and improve TFM operations under impacts of constraints.

Internal Work Initiative: Support Strategic Flow Management Application (CIP#:G05A.01-01)

SFMA supports Advanced Flight-Specific Trajectories (AFST) which will explore concepts and capabilities to better manage en route resources under constraints, balance demand and capacity more effectively, and improve air traffic management including tactical TFM operations. Further, AFST will explore concepts to capitalize on data communications capability, integrate traffic flow management and metering operations, and support advanced trajectory-based operations. AFST will develop and mature concepts and capabilities, go through AMS investment process, and implement the concepts in the NAS.

Internal Work Activity: Increase air traffic management capabilities and improve flexibility

Increase air traffic management capabilities and improve flexibility: Strategic Flow Management Application (SFMA) will support the following two projects to mitigate TFM shortfalls: Advanced Flight-Specific Trajectories (AFST) and Monitoring and Alerting capabilities (M&A). AFST will identify operational shortfalls and gaps for rerouting of airborne flights, which will remain after the implementation of Airborne Reroute Automation (ABRR), Collaborative Trajectory Options Program (CTOP), and Data Communications (Data Comm). AFST will develop capabilities designed to provide traffic managers and controllers with more automated flight-specific trajectory advisory functions that will consider a wide range of input factors (i.e., operator preferences, resource capacity, weather impact, and meter time assignments). AFST will help resolve flow problems earlier, reduce unnecessary flying time and improve metering operations. These advisories will capitalize upon data comm-enabled complex clearances to improve the generation, delivery, and execution of reroutes. M&A will address and support development to mitigate the shortfalls in the monitoring and alerting areas. Currently, TFMS alerts a sector for any 15-minute interval in which the predicted traffic demand exceeds MAP threshold for at least one minute during the interval. This approach is frequently questioned by traffic managers. There is not a single source that lists all active TMIs in the NAS. This creates a challenge for managing, developing, and coordinating an effective set of TMIs.

Also, traffic managers do not have an integrated view of the current and predicted state of the NAS needed to remain both proactive and agile in managing constraints.

Activity Target 1:
Develop Monitoring and Alerting Preliminary Program Requirements. Due March 31, 2018

Activity Target 2:
Develop AFST Quantified Benefit Analysis. Due August 31, 2018

Internal Work Objective: NAC Recommendation: NextGen Advisory Committee (NAC) Recommendations

NextGen capabilities continue to bring positive effects to the aviation industry and the flying public all across the National Airspace System (NAS). The Federal Aviation Administration (FAA) and the aviation industry work together through the NextGen Advisory Committee (NAC) to identify high-benefit, high-readiness NextGen capabilities for implementation in the near term. This work began in 2014 by identifying four focus areas - Multiple Runway Operations (MRO), Performance Based Navigation (PBN), Surface Operations and Data Sharing, and Data Communications (Data Comm). The FAA and the aviation industry identified specific capabilities to implement at specific locations in the 2014-2017 timeframe and documented both FAA and industry commitments in the FAA's NextGen Priorities Joint Implementation Plan.

Internal Work Initiative: Wake Recategorization

In the past the degree to which two aircraft needed to be separated was based on aircraft weight. This capability replaces that model with newly approved wake turbulence categories that group aircraft more optimally based on their wake turbulence characteristics and the current fleet mix for U.S. airports.

Internal Work Activity: Wake Recategorization

Implement a National Standard Wake Recategorization at planned sites by the end of Fiscal Year (FY) 2018. This will be done in collaboration with AJV-8, AJM-2 and ANG-C.

Activity Target 1:
Implement Wake Recategorization at the 21st facility. Due September 30, 2018

Activity Target 2:
Implement Wake Recategorization at the 22nd facility. Due September 30, 2018

Activity Target 3:
Implement Wake Recategorization at the 23rd facility Due September 30, 2018

Internal Work Activity: Support the Implementation of Wake Recategorization at planned sites

Implement a National Standard Wake Recategorization at planned sites by the end of Fiscal Year (FY) 2018. This will be done in collaboration with AJV-8, AJM-2 and ANG-C.

Activity Target 1:
Provide standards and procedures support in implementing Wake Re-Categorization at 3 planned sites. Due September 30, 2018

Activity Target 2:
Train the cadre trainers and support staff training at each selected facility. Due September 30, 2018

Activity Target 3:
Provide onsite support during the first few days of RECAT operations at selected facilities Due September 30, 2018

Activity Target 4:
Collect post-implementation data at selected facilities to monitor performance changes. Due September 30, 2018

Internal Work Activity: Wake Recategorization

Implement a National Standard Wake Recategorization at planned sites by the end of Fiscal Year (FY) 2018. This will be done in collaboration with AJV-8, AJM-2 and ANG-C.

Activity Target 1:
Terminal Second Level Engineering (TSLE) will implement Standard Terminal Automation Replacement System (STARS) and Electronic Flight Strip Transfer System (EFSTS) where applicable, adaptation changes at the 21st Wake Recategorization facility providing AJV releases the target facility Automated Terminal Proximity Alert (ATPA)/RECAT files and memorandums 30 days prior to the target date. Due March 31, 2018

Activity Target 2:
Terminal Second Level Engineering (TSLE) will

implement Standard Terminal Automation Replacement System (STARS) and Electronic Flight Strip Transfer System (EFSTS) where applicable, adaptation changes at the 22nd Wake Recategorization facility providing AJV releases the target facility Automated Terminal Proximity Alert (ATPA)/RECAT files and memorandums 30 days prior to the target date. Due June 30, 2018

Activity Target 3:
Terminal Second Level Engineering (TSLE) will implement Standard Terminal Automation Replacement System (STARS) and Electronic Flight Strip Transfer System (EFSTS) where applicable, adaptation changes at the 23rd Wake Recategorization facility providing AJV releases the target facility Automated Terminal Proximity Alert (ATPA)/RECAT files and memorandums 30 days prior to the target date. Due September 30, 2018

Internal Work Initiative: Ground-based Interval Management - Spacing (GIM-S) (CIP#:G06A.03-01)

Ground-based Interval Management - Spacing (GIM-S)

Relationship to Objective: Ground-based Interval Management - Spacing (GIM-S)

Internal Work Activity: Ground-based Interval Management - Spacing (GIM-S)

Ground-based Interval Management - Spacing (GIM-S)

Activity Target 1:
Ground Based Interval Management - Spacing (GIM-S) operational at 6th arrival flow. Due December 31, 2017

Activity Target 2:
Ground Based Interval Management - Spacing (GIM-S) operational at 7th arrival flow. Due December 31, 2017

Activity Target 3:
Ground Based Interval Management - Spacing (GIM-S) operational at 8th arrival flow. Due December 31, 2017

Internal Work Objective: Program Control and Integration

Program Control and Integration

Internal Work Initiative: Program Control and Integration

Program Control and Integration

Internal Work Activity: Financial Integration Group

Financial Integration Group

Activity Target 1:
Utilize Budget Manual as living document - Update process changes, policies, lessons learned and best practices for FY18 Quarter 1. Due January 31, 2018

Activity Target 2:
Utilize Budget Manual as living document - Update process changes, policies, lessons learned and best practices for FY18 Quarter 2. Due April 30, 2018

Activity Target 3:
Utilize Budget Manual as living document - Update process changes, policies, lessons learned and best practices for FY18 Quarter 3. Due July 31, 2018

Activity Target 4:
Provide FY17 Quarter 4 F&E, Act 5, and Ops program financial assessments to AJM Leadership, AJM-1 Management Team, and PMO Program and Business Managers. Due October 31, 2017

Activity Target 5:
Provide FY18 Quarter 1 F&E, Act 5, and Ops program financial assessments to AJM Leadership, AJM-1 Management Team, and PMO Program and Business Managers. Due January 31, 2018

Activity Target 6:
Provide FY18 Quarter 2 F&E, Act 5, and Ops program financial assessments to AJM Leadership, AJM-1 Management Team, and PMO Program and Business Managers. Due April 30, 2018

Activity Target 7:
Provide FY18 Quarter 3 F&E, Act 5, and Ops program financial assessments to AJM

Leadership, AJM-1 Management Team, and PMO Program and Business Managers. Due July 31, 2018

Internal Work Activity: Technical Integration Group

Technical Integration Group

Activity Target 1:
Establish a charter for the PMO Cybersecurity Community of Practice (CoP) Working Group. Due September 30, 2018

Activity Target 2:
Create PMO Cybersecurity reporting and dashboard capabilities for the PMO Leadership Team to facilitate enterprise-level Plan of Action and Milestones (POA&M) Analysis and Remediation. Due September 30, 2018

Activity Target 3:
Develop Standard Operating Procedures for Security Requirements Standardization to create consistency throughout the PMO for security related Acquisition Management System (AMS) lifecycle artifacts. Due September 30, 2018

Activity Target 4:
Complete the PMO Safety Management System (SMS) Gap Analysis to identify strengths and gaps with the required ATO SMS integration in the PMO. Due December 31, 2017

Activity Target 5:
Develop an Action Plan for implementing approved recommendations for the identified gaps associated with the ATO Safety Management System (SMS) integration in the PMO. Due September 30, 2018

Activity Target 6:
Conduct Risk, Issues, and Opportunities (RIO) Process Audit All-Hands (with all RIO Managers). Due March 31, 2018

Activity Target 7:
Conduct AJM-2/3 Directorate Risk Management Board (RMB) Audit (Tier 2). Due September 30, 2018

Activity Target 8:
Conduct Risk, Issues, and Opportunities (RIO) Process Refresher Training for RIO Managers. Due September 30, 2018

Activity Target 9:
Develop and integrate an AJM-1 Risk Management Board (RMB) into the PMO Risk, Issues, and Opportunities (RIO) process. Due March 31, 2018

Activity Target 10:
Conduct AJM-0 Risk Management Board (RMB) meetings every other month. Due September 30, 2018

Internal Work Activity: Measurement and Analysis (M&A)

Measurement and Analysis (M&A)

Activity Target 1:
Develop Measurements and Analysis Metrics Dashboard. Due December 31, 2017

Activity Target 2:
Complete/Support two Integrated Baseline Reviews. Due August 31, 2018

Activity Target 3:
Begin transfer of at least one program into the PMO using the revised transfer process. Due May 31, 2018

Internal Work Activity: Integrated Planning & Control (IP&C)

Integrated Planning & Control (IP&C)

Activity Target 1:
Implement Knowledge Services Network (KSN) automated workflow process for PMO FY18 Business Plan Change Requests. Due November 30, 2017

Activity Target 2:
Complete FY18 Business Plan Lessons Learned assessment and provide recommendations to Program Control Group Manager. Due January 31, 2018

Internal Work Activity: Management Technical Support Services (MTSS)

Management Technical Support Services (MTSS)

Activity Target 1:
Develop and submit extension request package to the Acquisition Strategy Review Board (ASRB). Due April 30, 2018

Internal Work Objective: Integrate UAS into the NAS

Safely and efficiently integrate new types of operations, such as commercial space and unmanned aircraft, into the NAS and enable the benefits these operations will provide.

Internal Work Initiative: UAS Airspace - ATO

Any airspace redefinition or publications activities needed to enable the operational milestone.

Internal Work Activity: AJV-1 UAS Airspace

Any airspace redefinition or publications activities needed to enable the operational milestone.

Activity Target 1:
Provide recommendations for 'expanded line of sight' Pathfinder 2 to AJT. Due September 30, 2018

Activity Target 2:
Update JO 7200.23 UAS in the NAS Due September 30, 2018

Activity Target 3:
Update JO 7110.65 ATC Due September 30, 2018

Activity Target 4:
Update JO 7210.3 ATC Facility Ops Due September 30, 2018

Activity Target 5:
Update JO 7110.10 Flight Service Due September 30, 2018

Internal Work Activity: AJV-7 UAS Airspace

Any airspace redefinition or publications activities needed to enable the operational milestone.

Activity Target 1:
Modify Air Traffic procedures for Expanded Operations Due September 30, 2018

Internal Work Activity: AJV-8 UAS Airspace

Any airspace redefinition or publications activities needed to enable the operational milestone

Activity Target 1:
Provide standards and procedures support for updating all FAA orders that relate to UAS. Due September 30, 2018

Internal Work Initiative: UAS Standards - ATO

Standards needed to guide technical and operational aspects of airspace integration.

Internal Work Activity: AJV-7 UAS Standards

Standards needed to guide technical and operational aspects of airspace integration.

Activity Target 1:
Develop operational concepts and requirements for each UAS operational phase, and analyze the potential impacts on NAS ATC and other systems. Due September 30, 2018

Activity Target 2:
Define C2 requirements for Expanded Operations. Due September 30, 2018

Activity Target 3:
Assess UAS C2 spectrum management needs for Expanded Operations. Due September 30, 2018

Activity Target 4:
Assess how traffic management systems may need to be modified to support Non-Segregated Operations. Due September 30, 2018

Activity Target 5:
Determine which UAS operations require protected C2 spectra, and how protected C2 spectra will be allocated to UAS operations. Due September 30, 2018

Internal Work Initiative: UAS Outreach/ Communications - ATO

Working with the public, UAS stakeholders, and airspace users.

Internal Work Activity: AJV-1 Outreach/Communications

Working with the public, UAS stakeholders, and airspace users

Activity Target 1:
Coordinate development of DAA standards with RTCA Special Committee-228. Due September 30, 2018

Activity Target 2:
UAS FOIAs, Data Collection, Correspondence, Scheduling. Due September 30, 2018

Activity Target 3:
Article 48 and NATCA Workgroups. Due September 30, 2018

Activity Target 4:
Support development of ICAO C2 standards. Due September 30, 2018

Internal Work Activity: AJW UAS Outreach/Communications

Develop Civil Aviation Spectrum Standards that support communication, navigation and surveillance for future high density scenarios. Spectrum used for aviation is under increasing scrutiny by regulators. Aviation spectrum is highly desirable for other non-aviation systems, such as cellular and wireless broadband. ICAO is in the forefront to develop spectrum efficient systems.

Activity Target 1:
Support the initial Radio Technical Commission for Aeronautics (RTCA) Special Committee 228 (RTCA SC-228) Minimum Aviation System Performance Standards (MASPS) for Unmanned Aircraft Systems development. Work towards completion in late 2018. Due September 30, 2018

Internal Work Activity: AJV-7 UAS Outreach/ Communications

Working with the public, UAS stakeholders, and airspace users

Activity Target 1:
Coordinate development of DAA standards with RTCA Special Committee-228 Due September 30, 2018

Internal Work Activity: AJV-8 UAS Outreach/ Communications

Working with the public, UAS stakeholders, and airspace users

Activity Target 1:
Provides standards and procedures support in the development of DAA standards with RTCA Special Committee-228. Due September 30, 2018

Internal Work Initiative: UAS Research & Development - ATO

Solutions to unresolved or potential issues associated with airspace integration.

Internal Work Activity: AJV-7 UAS Research & Development

Solutions to unresolved or potential issues associated with airspace integration.

Activity Target 1:
Conduct human factors research including crew (pilot and visual observers) procedures, and crew training for DAA for Expanded Operations. Due September 30, 2018

Activity Target 2:
Conduct human factors research including crew (pilot and visual observers) procedures, and crew training for DAA for Non-Segregated Operations. Due September 30, 2018

Activity Target 3:
Assess the potential impacts on NAS systems. Due September 30, 2018

Internal Work Initiative: UAS Policies/ Procedures - ATO

Procedures that must be developed to enable the airspace integration goals.

Internal Work Activity: AJV-7 UAS Policies/ Procedures

Procedures that must be developed to enable the airspace integration goals

Activity Target 1:
Develop operational requirements to enable UAS operations Due September 30, 2018

Activity Target 2:
Develop additional operational procedures for UAS notification for Expanded Operations Due September 30, 2018

Internal Work Activity: AJV-1 UAS Policies/ Procedures

Procedures that must be developed to enable the airspace integration goals

Activity Target 1:
Develop Standard Lost Link operational requirements to enable UAS operations Due September 30, 2018

Activity Target 2:
Develop additional operational procedures for UAS notification for Expanded Operations Due September 30, 2018

Internal Work Activity: AJT UAS Policies/ Procedures

Procedures that must be developed to enable the airspace integration goals

Activity Target 1:
Communicate operational needs for the creation of UAS procedures and policy development to enable UAS Operations. Due September 30, 2018

Internal Work Activity: AJV-8 UAS

Procedures that must be developed to enable the airspace integration goals

Activity Target 1:
Provide standards and procedures support in the development of operational requirements to enable UAS operations. Due September 30, 2018

Activity Target 2:
Provide standards and procedures support in the development of operational procedures for UAS notification for Expanded Operations. Due September 30, 2018

Internal Work Activity: AJV-0 UAS Policies/ Procedures

Procedures that must be developed to enable the airspace integration goals

Activity Target 1:
Facilitate the development operational requirements to enable UAS operations Due September 30, 2018

Internal Work Initiative: UAS Systems - ATO

Any infrastructure development or modifications to enable safe operations.

Internal Work Activity: AJT UAS Systems

Identify need for any infrastructure development or modifications to enable safe operations

Activity Target 1:
Conduct site visits at ATC facilities to better understand operational issues. Due September 30, 2018

Activity Target 2:
Coordinate with field facilities on UAS rule changes. Due September 30, 2018

Activity Target 3:
Facilitate preparations for Expanded Operations. Due September 30, 2018

Internal Work Activity: AJV-1 UAS Systems

Any infrastructure development or modifications to enable safe operations

Activity Target 1:
Transitional IT infrastructure to handle immediate operational needs (e.g. implementation of Legislative requirements 2209), Due September 30, 2018

Internal Work Activity: AJW UAS Systems

Develop Civil Aviation Spectrum Standards that support communication, navigation and surveillance for future high density scenarios. Spectrum used for aviation is under increasing scrutiny by regulators. Aviation spectrum is highly desirable for other non-aviation systems, such as cellular and wireless broadband. ICAO is in the forefront to develop spectrum efficient systems.

Activity Target 1:
Develop and present inputs to the RTCA Combined Surveillance Committee and ICAO Surveillance Panel to enable changes to surveillance standards that reduce spectrum congestion and provide for new surveillance applications, while preserving the integrity of existing applications. Due September 30, 2018

Internal Work Activity: AJV-5 UAS Systems

Any infrastructure development or modifications to enable safe operations

Activity Target 1:
Transitional IT infrastructure to handle immediate operational needs (e.g. implementation of Legislative requirements 2209), Due September 30, 2018

Internal Work Initiative: UAS Rulemaking - ATO

Key rulemaking activities needed and any relevant public law changes.

Internal Work Activity: AJV-1 UAS Rulemaking

Key rulemaking activities needed and any relevant public law changes

Activity Target 1:
Have 50% of all 107 Authorizations processed by LAANC. Due September 30, 2018

Internal Work Activity: AJV-5 UAS Rulemaking

Key rulemaking activities needed and any relevant public law changes

Activity Target 1:
Develop capability to automate submissions, verification, output, and maintenance of Part 99.7 /2209 UAS restrictions Due September 30, 2018

Activity Target 2:
Develop capability to automate submission, maintenance, and output of Part 107 UAS facility maps Due September 30, 2018

Internal Work Activity: AJV-C UAS Rulemaking

Key rulemaking activities needed and any relevant public law changes

Activity Target 1:
Process at least 90% of CFR Part 91 Certificate of Waiver Authorizations within sixty (60) days of receipt from the proponent to promote safety of the NAS. Due September 30, 2018

Internal Work Activity: AJV-E UAS Rulemaking

Key rulemaking activities needed and any relevant public law changes

Activity Target 1:
Process at least 90% of CFR Part 91 Certificate of Waiver Authorizations within sixty (60) days of receipt from the proponent to promote safety of the NAS. Due September 30, 2018

Internal Work Activity: AJV-W UAS Rulemaking

Key rulemaking activities needed and any relevant public law changes

Activity Target 1:
Process at least 90% of CFR Part 91 Certificate of Waiver Authorizations within sixty (60) days of receipt from the proponent to promote safety of the NAS. Due September 30, 2018

Internal Work Initiative: UAS Safety - ATO

Safely integrate UAS into the NAS by conducting Safety Risk Management (SRM) assessments for Expanded Operations and Non-Segregated Operations, responding to GAO audits and NTSB investigations, investigating incidents and accidents related to UAS, including on-site investigations when required.

Internal Work Activity: AJI-3 Airspace Safety Services - Unmanned Aircraft Systems (UAS) (BLI: S53000)

Provide SRM and data analysis support to the ATO UAS program. Facilitate SRM panels for UAS changes, gather supporting data and define safety performance targets.

Activity Target 1:
Provide SRM support in the conduct of SRM assessments for Expanded Operations and Non-Segregated Operations. Provide a final status report in August 2018. Due August 31, 2018

Activity Target 2:
Provide data analysis support in the SRM assessments for Expanded Operations and Non-Segregated Operations. Provide a final status report in August 2018. Due August 31, 2018

Internal Work Activity: AJV-1 Airspace Safety Services b Unmanned Aircraft Systems (UAS) (BLI: 193000)

Provide SRM and data analysis support to the ATO UAS program. Facilitate SRM panels for UAS changes, gather supporting data and define safety performance targets.

Activity Target 1:
Provide SRM support in the conduct of SRM assessments for Expanded Operations and Non-Segregated Operations. Support development of interim status report. Due August 31, 2018

Activity Target 2:
Provide data analysis support in the SRM assessments for Expanded Operations and Non-Segregated Operations. Support development of interim status report. Due August 31, 2018

Internal Work Initiative: UAS Training - ATO

Conduct assessment and develop national-level and facility-level training for the Air Traffic workforce for Unmanned Aircraft Systems (UAS) activities.

Internal Work Activity: AJI-2 Technical Training Development and Execution (National-Level Training) (BLI: T88000)

Conduct assessment of existing training and develop new training if needed, for the Air Traffic workforce for UAS Activities. Due September 30, 2018

Activity Target 1:
Assess existing training for the Air Traffic workforce for UAS activities. Due March 31, 2018

Activity Target 2:
Update and develop new training if needed, for the Air Traffic workforce for UAS activities. Due August 31, 2018

Internal Work Activity: AJV-1 Airspace Services Unmanned Aircraft Systems (UAS) (National-Level Training) (BLI: 193000)

Support assessment of existing training and development of new training if needed for the Air Traffic workforce for UAS Activities.

Activity Target 1:
Support assessment of existing training for the Air Traffic workforce for UAS activities. Due March 31, 2018

Activity Target 2:
Support update and development of new training if needed, for the Air Traffic workforce for UAS activities. Due August 31, 2018

Internal Work Activity: AJT-2 VP Initiatives (National-Level Training) (BLI: T59080)

Support assessment of existing training and development of new training if needed for the Air Traffic workforce for UAS Activities.

Activity Target 1:
Assess existing training for the Air Traffic workforce for UAS activities. Due March 31, 2018

Activity Target 2:
Facilitate updating the development of new training if needed, for the Air Traffic Workforce for UAS activities. Due August 31, 2018

Internal Work Activity: AJT-2 VP Initiatives (Facility-Level Training) (BLI: T59080)

Conduct assessment and develop facility-level training for the Air Traffic workforce for UAS Activities.

Activity Target 1:
Assess existing facility-level training for the Air Traffic workforce for UAS activities. Due March 31, 2018

Activity Target 2:
Facilitate updating the development of new facility-level training if needed, for the Air Traffic workforce for UAS activities. Due August 31, 2018

Internal Work Objective: Northeast Corridor

FAA Administrator's 2017 Priority Area #4

Internal Work Initiative: Regions and Property Operations (ARO) Support for Northeast Corridor (NEC)

Support agency efforts to harness NextGen capabilities at focused implementation sites to improve infrastructure, schedule reliability, and reduce delays within the Northeast Corridor.

Internal Work Activity: Support Improvements in the Northeast Corridor (NEC)

Support ARO in providing program management support and coordination to assist in the prioritization of activities that support the Northeast Corridor Initiative. The Northeast Corridor includes Boston, NY, PHL and DC.

Activity Target 1:
Support improvements in the Northeast Corridor by working with the NextGen Advisory Committee (NAC) and NAC working groups as needed. Due September 30, 2018 Due September 30, 2018

Activity Target 2:
Support improvements in the Northeast Corridor by working with the NextGen Advisory Committee (NAC) and NAC working groups as needed. Due September 30, 2018

Internal Work Initiative: New York TRACON (N90) hiring activities

The ability to recruit and hire employee both with 52 weeks of Air Traffic Controller (ATC) experience and those without prior ATC experience into Full Performance Level (FPL)-10 and above terminal RADAR facilities, starting with N90. Benefit: To recruit within the immediate geographic area and place candidates who are motivated to remain in the local area.

Internal Work Activity: Future on board Experienced ATCS at the Academy

Experienced Air Traffic Controller Specialist (ATCS) candidates at the Academy.

Activity Target 1:
Referral list received. **NOTE: This is an FY18 item that will carryover from FY17 plan. Due November 30, 2017

Activity Target 2:
Selections finalized. **NOTE: This is a FY18 item that will carryover from FY17 plan. Due December 31, 2017

Activity Target 3:
Experienced Air Traffic Controller Specialist (ATCS) candidates at the Academy. **NOTE: This is a FY18 item that will carryover from FY17 plan. Due January 31, 2018

Internal Work Activity: Recruitment Plan on No-Experience ATCS candidates

Deliver recruitment plan on No-Experience Air Traffic Controller Specialist (ATCS) candidates. Due October 2017

Activity Target 1:
Deliver recruitment plan on No-Experience Air Traffic Controller Specialist (ATCS) candidates. **NOTE: This is a FY18 item that will carryover from FY17 plan. Due October 31, 2017

Internal Work Initiative: Current NextGen Priorities in the Northeast Corridor

Current NextGen Priorities in the Northeast Corridor. Benefit: Target 1 and Target 2 supports the Multiple Runway Operations (MRO) capabilities to improve access to runways and increase basic runway capacity and throughput; increase efficiency and reduce flight delays. Target 3 yields benefits for improved departure management leaving Northeast Corridor (NEC) airspace. Specifically, we expect to see improved predictability and throughput.

Internal Work Activity: Performance Based Navigation

Time Based Flow Management (TBFM) will work with up to four NY sites to make En Route Departure Capability (EDC) / Integrated Departure Arrival Capability (IDAC) available for operational use. Due December 2017

Activity Target 1:
Time Based Flow Management (TBFM) will work with up to four NY sites to make En Route Departure Capability (EDC)/Integrated Departure Arrival Capability (IDAC) available for operational use. Due December 31, 2017

Internal Work Activity: Additional NextGen Priorities in the Northeast Corridor

Time Based Flow Management (TBFM) will Implement En Route Departure Capability (EDC) at the New York Center (ZNY), TBFM Integrated Departure Arrival Capability (IDAC), and TBFM IDAC for Metro NY Airports.

Activity Target 1:
Implement En Route Departure Capability (EDC) - New York Center (ZNY). Due March 31, 2018

Activity Target 2:
Implement Time Based Flow Management (TBFM) Integrated Departure Arrival Capability (IDAC). Due June 30, 2018

Activity Target 3:
Time Based Flow Management (TBFM) Integrated Departure Arrival Capability (IDAC) for Metro NY Airports. Due March 31, 2018

Internal Work Initiative: Redesign New York Center Offshore Airspace

Address offshore airspace complexity issues to reduce holding and vectoring of oceanic arrivals and reduce John F Kennedy International Airport (JFK) and Newark Liberty International Airport (EWR) departure delays for flights between the NY Metro area and Caribbean, South America and Florida. Benefit: Increased capacity and predictability for arrivals/departures in offshore airspace. Target 1 yields capacity benefits in CY2017; target 2 supports predictability benefits in later years.

Internal Work Activity: Procedures NEC - NAC Recommendations

Northeast Corridor (NEC) commitments associated with NEC NextGen Integration Working Group

(NIWG) priorities contain near-term initiatives that are focused on the NextGen Advisory Committee's stated goal of improving the execution of today's operation. Procedures initiative commitments in FY18 target improving airport throughput in normal and non-normal operating conditions.

Activity Target 1:
Design PBN Arrival and Departure Procedures for NY Metro Area Airports from ZNY Oceanic Due March 31, 2018

Activity Target 2:
Atlantic Coast Routes: Design Validation of Eastern Seaboard High-Altitude PBN Routes, including SID/STAR Connectivity Due June 30, 2018

Activity Target 3:
Design and Testing for Vertical Climb Escape Route for TEB/HPN Due March 31, 2018

Activity Target 4:
Update the Minima for Existing Simultaneous Converging Instrument Approaches (SCIA) Procedure for PHL 9R and 17 Due September 30, 2018

Internal Work Initiative: Specialized Training at the New York TRACON (N90)

Provide a collaborative approach for the FAA and to address the challenges of placing employees with no prior Air Traffic Control (ATC) experience into Full Performance Level (FPL)-10 and above terminal RADAR facilities, starting with N90. Benefit: Provide a more focused and efficient training program to increase the likelihood of a successful checkout. The benefit is expected beyond CY2017.

Internal Work Activity: Plan for Specialized Training

Design Plan for specialized training for N90. Due December 31, 2017.

Activity Target 1:
Develop Course Design Guide. Due December 31, 2017

Internal Work Activity: Develop Ten Eleven Twelve Radar Assessment (TETRA) Course

Address the challenges of placing employees with no prior Air Traffic Control (ATC) experience into ATC Level 10 and above Terminal RADAR facilities, starting with New York TRACON (N90). Partner with the FAA Academy to incorporate advanced training and assessment techniques in the Terminal radar environment.

Activity Target 1:
Provide training requirements to the FAA Academy to update Initial Terminal Radar training and the TRACON Skill Enhancement Workshop (TSEW) to include more advanced procedures. Due March 31, 2018

Activity Target 2:
Collaborate with the FAA Academy to develop Ten Eleven Twelve Radar Assessment (TETRA) to include new curriculum, new scenario development and testing. Due April 30, 2018

Activity Target 3:
Collaborate with the FAA Academy to establish an additional Terminal Radar training lab and classroom to support the increased field demand for TRACON certified controllers at critically staffed facilities. Due September 30, 2018

Internal Work Initiative: New York TRACON (N90) hiring activities

Recruit and hire employees with 52 weeks of Air Traffic Controller (ATC) experience and without prior ATC experience into Full Performance Level (FPL)-10 and above terminal RADAR facilities, starting with N90.

Internal Work Activity: Recruitment of Experienced and No-Experience ATCS Candidates

Hire Experienced and No-Experience Air Traffic Controller Specialists (ATCS)

Activity Target 1:
Recruit and hire employees with 52 weeks of Air Traffic Controller (ATC)experience and without prior ATC experience into Full Performance Level (PFL)-10 and above terminal RADAR facilities, starting with N90. Due September 30, 2018

Internal Work Initiative: AJM-3 Northeast Corridor Initiatives

AJM-3 Northeast Corridor Initiatives

Internal Work Activity: Northeast Corridor (NEC)

Northeast Corridor Implementation Commitments

Activity Target 1:
Implement Surface Visualization Tool (SVT) - ZBW Due June 30, 2018

Activity Target 2:
NAS Operations Dashboard (NOD) Trial Due March 31, 2018

Activity Target 3:
NAS Operations Dashboard (NOD) Trial Study Due September 30, 2018

Internal Work Initiative: New York TRACON (N90) Training Implementation

Implement a new training program at New York TRACON (N90).

Internal Work Activity: Implement a New Training Program at N90

Collaborate with AJI, PMO and AJW to implement a new training program at N90.

Activity Target 1:
Collaborate with Safety and Technical Training (AJI-2) to develop a training curriculum and scenarios particular to the New York TRACON (N90). Due June 30, 2018

Activity Target 2:
Collaborate with the Program Management Office (AJM) and Technical Operations (AJW) to upgrade training laboratories needed for the new training program at N90. Due June 30, 2018

Internal Work Initiative: New York Center (ZNY) En Route Departure Capability Implementation

Training and Operating Agreement to Support En Route Departure Capability (EDC) at ZNY.

Internal Work Activity: Training and Operating Agreement to Support En Route Departure Capability (EDC) at ZNY

Collaborate with AJM to implement training and an operating agreement supporting EDC at ZNY.

Activity Target 1:
Coordinate training at New York Center (ZNY) to implement the En Route Departure Capability (EDC). Due March 31, 2018

Activity Target 2:
Put in place an Operating Agreement at New York Center (ZNY) to implement the En Route Departure Capability (EDC). Due March 31, 2018

Internal Work Objective: Average Daily Capacity

Maintain an average daily capacity for core airports of 59,136, or higher, arrivals and departures.

Internal Work Initiative: Performance Analysis

These are projects that involve and benefit management groups within the Office of Performance Analysis by providing holistic and collaborative solutions to organizational challenges.

Internal Work Activity: Airport & Airspace Analysis

Conduct fast-time simulation modeling and analysis in support of airport construction projects and other requests to evaluate impact at the facilities and on the NAS as needed.

Activity Target 1:
Complete one annual service volume study at SLC and one annual service volume study at MDW. Due June 30, 2017 and September 30, 2017. Due September 30, 2018

Activity Target 2:
Support the ATO focal point (AJR-1) coordinate the 1-3 outlook of planned airport construction activities and potential impacts by conducting simulation modeling and analysis of construction projects, delivering interim technical briefings and reports, participating in monthly and quarterly meetings at LAX, JFK, and LGA. Due September 30, 2018

Activity Target 3:
Provide modeling and analysis to other organizations in support of cross cutting initiatives as requested and agreed. Due September 30, 2018

Internal Work Activity: Data Integration & Services Management

The Performance Analysis group is responsible for three NAS modernization Capital Investment Programs; Operations Modeling Analysis and Data, System Capacity Planning and Improvement, and Operational Network (OPSNET) Replacement.

Activity Target 1:
Provide monthly progress status of 3 out of 4 AJR-G capital investment programs (CIP) by the end of the month. Due September 30, 2018

Activity Target 2:
Report progress of AJR-G's current dashboard projects. Due September 30, 2018

Internal Work Activity: Economic Analysis

Provide analysis to understand the economic and operational nature of the NAS, including sustaining NAS infrastructure and relationship between the economy and how it drives NAS performance.

Activity Target 1:
Develop a five year outlook for Commercial Space launches and begin data collection to estimate the cost of CS launches, reentry, and payloads to assist in prioritization of NAS operations activities. Due September 30, 2018

Activity Target 2:
Update the National economic impact of aviation on the US economy report. Due September 30, 2018

Internal Work Activity: Planning, Finance, Contracts, and Administration

Provide standardized business services to the Performance and Analysis Directorate (AJR-G) while ensuring proper stewardship of allocated resources through internal control programs.

Activity Target 1:
Develop, manage and provide oversight in the area of planning, financial, contracting and administration support for AJR-G programs and support contracts. Due September 30, 2018

Activity Target 2:
Mange AJR-G's informational and operational websites. Report on progress monthly. Due September 30, 2018

Internal Work Initiative: ASR-11 - Tech Refresh - Segment 2, S03.02-05

The ASR-11 Technology Refresh program replaces and upgrades obsolete ASR-11 Commercial Off-The-Shelf (COTS) hardware and software to ensure the continued reliable and cost effective operation of the radar system through its designated lifecycle. This is an ongoing program to address obsolescence and maintenance issues and will be accomplished in separate sequential 5-year segments. The ASR-11 Tech Refresh Segment 2 is being structured to address the following shortfalls identified in the approved ASR-11 Tech Refresh Segment 2 Implementation Strategy and Planning Document: 1) Site Control Data Interface (SCDI) /Operator Maintenance Terminal (OMT) obsolescence. 2) Uninterruptible Power Supply (UPS) capacitor at end of life expectancy. 3) Bring the ASR-11 Radar up-to-date in meeting current Occupational Safety & Health Administration (OSHA) safety regulations. The objective of the Segment 2 program is to insure continued reliable and cost effective operation of the radar system through its designated lifecycle. The Segment 2 Final Investment Decision (FID) was approved in December 2013 This initiative also includes planning for Tech Refresh Segment 3.

Internal Work Activity: Solution Implementation for ASR-11 Tech Refresh Segment 2

Solution Implementation for ASR-11 Tech Refresh Segment 2

Activity Target 1:
Complete ASR-11 Technology Refreshment Segment 2 Site Control Data Interface (SCDI) kit installations at six (6) sites. Due September 30, 2018

Activity Target 2:
ASR-11 Tech Refresh Segment 2 (TR S2) - In-Service Decision (ISD). Due September 30, 2018

Internal Work Initiative: Flight Data Input/Output (FDIO) Replacement, A01.11-01

The FDIO system provides standardized flight plan data, weather information, safety related data, and other information to air traffic controllers at more than 650 Terminal NAS facilities. The FDIO system interfaces to the Enroute automation system, both the Host Computer System (HOST) and the Enroute Automation Modernization (ERAM) system, and provides flight data information to NAS Terminal facilities. The FDIO system retrieves the flight data from the HOST/ERAM and prints this information on paper strips for controllers at the (TRACON, ATCT, and Radar Approach Control (RAPCON) facilities. This information assists controllers in tracking aircraft and anticipating the arrival of aircraft in the sector under their control. The FDIO system also receives data from the TRACON, ATCT, and RAPCON facilities and relays this data back to the HOST/ERAM. The FDIO Replacement program replaces the end-of-life/obsolete FDIO equipment with fully compatible (form/fit/function) COTS and modified COTS equipment.

The FDIO system is mainly comprised of computers, servers, monitors, keyboards, printers, and circuit cards that are commercially available. The program is based on a 5 year replacement cycle for the various components in order to maintain system operational availability.

Internal Work Activity: Procure and field replacement Flight Data Input/Output (FDIO) system components (terminal server, keyboard, and monitor) at 100 FAA and DoD ATC facilities.

Procure and field replacement Flight Data Input/Output (FDIO) system components (terminal server, keyboard, and monitor) at 100 FAA and DoD ATC facilities.

Activity Target 1:
Flight Data Input Output (FDIO) - Successful Key Site Test for Replacement Printers. Due September 30, 2018

Activity Target 2:
Terminal Flight Data Manager (TFDM) cutover of Phoenix (PHX) Flight Data Input Output (FDIO) to Operational IP Network (OPIP). Due September 30, 2018

Internal Work Initiative: En Route Communications Gateway (ECG) - Technology Refresh, A01.12-02

The En Route Communications Gateway (ECG) system is a computer system that formats and conveys critical air traffic data to the En Route Automation Modernization (ERAM) and the Enhanced Backup Surveillance (EBUS) Systems at the Air Route Traffic Control Centers (ARTCC's). ECG increases the capacity and expandability of the NAS by enabling the current automation systems to use new surveillance technology, such as Automatic Dependence Surveillance Broadcast (ADS-B) and Wide Area Multilateration (WAM). ECG introduces new interface standards and data formats which are required for compatibility with International Civil Aviation Organization (ICAO) standards. ECG also increases capacity to process data to accommodate inputs from additional remote equipment such as radars. The ECG provides the system capacity and expandability to support anticipated increases in air traffic and changes in the operational environment. The ECG was a prerequisite to deploying ERAM software and hardware. The ECG is fully operational at the ARTCC's. Technology refresh will be used to sustain the capability of the ECG system and to ensure that new capabilities or functionality can be incorporated. The ECG Sustainment and Technology Evolution Plan (STEP) details the strategy that is used to sustain the viability of hardware, software, and firmware products used in the ECG system. STEP facilitates Post Production Support of the ECG system and identifies the processes/procedures that will be implemented to support the evolution and sustainment of the ECG system. Replacements of products occur due to product End-of-Life (EOL), End-of-Service (EOS), support termination and performance or supportability limitations. The following components will be deployed to the ARTCC's to address EOL and EOS status; Interface Processors, Magma Chassis, and Intelligent Communication Adapter Cards.

Internal Work Activity: En Route Communications Gateway (ECG) - Technology Refresh

En Route Communications Gateway (ECG) - Technology Refresh

Activity Target 1:
En Route Communications Gateway (ECG) - Deliver System Support Modification (SSM) for Sky Data Sentry replacement for Redundant Array of Independent Disks (RAID) Key Site. Due September 30, 2018

Activity Target 2:
Deliver monthly En Route Communications Gateway (ECG) End of Life (EOL) and quarterly ECG Operational Analysis (OA) Reports. Due September 30, 2018

Internal Work Initiative: Standard Terminal Automation Replacement System - Technical Refresh (TAMR Phase 1), A04.01-01 (CIP#:A04.07-02)

The Standard Terminal Automation Replacement System (STARS) is a joint Department of Defense and Department of Transportation (FAA) program to modernize terminal air traffic control automation systems. The STARS is a digital processing and display system that replaces the aging air traffic control equipment at our Automated Radar Terminal System (ARTS) IIIA and other high activity Terminal Radar Approach Control (TRACON) facilities and airport traffic control towers. Air traffic controllers use the STARS automation and displays to ensure the safe separation of aircraft (both military and civilian) within the nation's airspace. The final TAMR Phase 1 site was completed in June 2010 with the installation of STARS equipment at the newly-constructed Dayton Tower facility. The 47 STARS baseline deployments are complete, and STARS is in the Hardware Technology Refreshment phase of its life cycle. This investment is part of a

phased approach to modernizing our terminal air traffic control equipment. The program updates existing TRACONs and towers with state-of-the-art systems featuring high-resolution LCD color displays, processors, storage devices, and enhanced memory. Communications lines are upgraded to accommodate the increased data requirements as a result of the upgrade and system performance requirements. The system is expandable to accommodate future air traffic growth and new hardware. TAMR Phase 1 technology refresh is necessary to address technology, mobility, and security gaps with the existing systems. Planning for technology refreshment enables identification and qualification of affected components before they become inoperable due to obsolescence. For example, the processor currently used in STARS is no longer available from the manufacturer. The consequences of obsolescence have collateral implications in the areas of engineering, training, maintenance and many other disciplines. Technical Refresh is needed to address changes in hardware and to support the STARS upgrades needed for enhanced performance and capacity in support of NextGen initiatives. Enhancements are needed for the continuation of STARS software enhancements which will include system performance, efficiency, safety, corrective/perfective changes, and security modifications to the software baseline and to continue to provide for program and system engineering, technical support, and operational/suitability testing of software and system enhancements.

Relationship to Objective: .

Internal Work Activity: Complete critical activities to PMOs Marquee Programs - TAMR Phase 1

Complete critical activities to PMOs Marquee Programs

Activity Target 1:
Terminal Automation Modernization and Replacement (TAMR) Phase 1 - Complete Initial Operating Capability (IOC) at 26th site. Due December 31, 2017

Activity Target 2:
Terminal Automation Modernization and Replacement (TAMR) Phase 1 - Complete 6 Equipment Deliveries. Due July 31, 2018

Activity Target 3:
Terminal Automation Modernization and Replacement (TAMR) Phase 1 - Complete 8 Site Surveys. Due September 30, 2018

Internal Work Initiative: ASR-9 SLEP, Phase 2 - (CIP#: S03.01-09)

The Airport Surveillance Radar Model 9 (ASR-9) provides aircraft target and weather information to air traffic controllers, which reduces delays and improves safety at high activity airports. The ASR-9 tracks all aircraft within its range and provides those tracks, as well as six-level weather intensity information, to terminal automation systems. Air traffic controllers utilize this information to safely and efficiently separate aircraft in the terminal environment. The ASR-9 also provides data to AMASS and ASDE-X to aid in the prevention of accidents resulting from runway incursions. Without modifications to the ASR-9, the system will continue to experience decreasing reliability and availability over time. The supportability of the ASR-9 system is at risk due to the lack of commercial availability of some components. The ASR-9 was procured in the mid-1980s and fielded between 1989 and 1994. The system is expected to remain operational until 2028; however, the radar systems are becoming difficult to maintain. The system uses hardware and software architectures which are becoming increasingly difficult to procure, and some of which are obsolete, resulting in cannibalization and re-engineering for short term results as a means to repair or refurbish in order to maintain this vital system. The Service Life Extension Program (SLEP) Phase 2 Final Investment Decision (FID) was approved on June 27, 2012 to address obsolescence and supply/support issues of system Lowest Replaceable Units (LRUs) and components within the ASR-9 system. The sustainment of the ASR-9 aligns with the NAS Enterprise Architecture Surveillance Roadmap Decision Points. Based on this strategy ASR-9 systems will remain in service through 2035.

Internal Work Activity: Solution Implementation ASR-9 SLEP, Phase 2

Solution Implementation in support of SLEP Phase 2

Activity Target 1:
ASR-9 SLEP Phase 2 - Complete installation of Air Route Traffic Control Center (ARTCC) Radar Data Access Point (RDAP) at three (3) sites. Due April 30, 2018

Activity Target 2:
ASR-9 SLEP Phase 2 - Complete installation of 10 Digital Remote Surveillance Communication Interface Processor (SCIP) Replacement (DRSR) Units. Due September 30, 2018

Internal Work Initiative: Achieve the Annual Terminal Automation Systems Performance Target

through TFOS activities - (WAZ5240000)

Maintain the operation of the NAS Terminal environment by sustaining the terminal automation systems of Towers and TRACONs to meet target levels of Performance.

Internal Work Activity: Achieve the Annual Terminal Automation Systems Performance Target through TFOS Activities

Maintain the operation of the NAS Terminal environment by sustaining the terminal automation systems of Towers and TRACONs to meet target levels of Performance.

Activity Target 1:
Complete availability analysis report to validate 99.7% adjusted equipment availability for terminal automation systems for the months of July 2017 through December 2017. Due February 28, 2018

Activity Target 2:
Complete availability analysis report to validate 99.7% adjusted equipment availability for terminal automation systems for the months of January 2018 through June 2018. Due September 30, 2018

Internal Work Initiative: Terminal Automation Modernization Replacement (Phase 3 Segment 2) (CIP#:A04.07-02)

Replaces 91 ARTS IIE and six ARTS IE systems with STARS hardware, software, and displays at all Terminal Radar Approach Control (TRACONs) and their associated Airport Traffic Control Towers (ATCTs) by 2019, and enables ADS-B capabilities for controllers. TAMR Phase 3 Segment 2 will complete the convergence to a single automation platform in the Terminal domain.

Relationship to Objective: .

Internal Work Activity: TAMR Phase 3, Segment 2

Complete critical activities to PMOs Marquee Programs

Activity Target 1:
Terminal Automation Modernization and Replacement (TAMR) Phase 3 Segment 2 - Complete Initial Operating Capability (IOC) at 65th site (ARTS IIE). Due December 31, 2017

Activity Target 2:
Terminal Automation Modernization and Replacement (TAMR) Phase 3 Segment 2 - Complete 11 Contractor Acceptance Inspections. Due April 30, 2018

Activity Target 3:
Terminal Automation Modernization and Replacement (TAMR) Phase 3 Segment 2 - Complete 13 Equipment Deliveries. Due September 30, 2018

Internal Work Initiative: FLEX Terminal Flight Data Manager (CIP#:G06A.03-01)

FLEX Terminal Flight Data Manager (TFDM) (CIP #:G06A.03-01). The TFDM program will deliver to tower Air Traffic Controllers (ATC) and FAA traffic managers NextGen decision support capabilities that integrate flight, surface surveillance, and traffic management information. TFDM will provide an approach for the collection, distribution, and update of flight data information in the terminal area and to improve access to information for the safe and efficient control of air traffic. The use of Electronic Flight Data and Strips (EFD/EFS) will allow tower controllers to maintain an integrated view of the air traffic environment, improving situational awareness of airport operations. TFDM decision support capabilities will promote safe and efficient airport operations in managing airport surface traffic sequencing and scheduling. TFDM will automate the manual flight data processes to enable enhanced data sharing between the Tower, the En Route, and Approach Control ATCs, Traffic Flow Management (TFM), and Flight/Airline Operations domains. This eliminates the necessity of physical exchange of flight data, reduces telephone exchange of data between facilities, and reduces manual re-entry of data among multiple ATC systems. This will also facilitate data exchange with aviation partners (airlines and flight operators) to support collaborative decision making. In addition, there are a number of legacy systems that TFDM will replace which would lead to greater efficiency and cost avoidance. The systems included are Advanced Electronic Flight Strips (AEFS), Surface Movement Advisor (SMA), Airport Resource Management Tool (ARMT), Departure Spacing Program (DSP), and Electronic Flight Strip Transfer System (EFSTS). TFDM will deliver multiple NAS benefits; reduced surface delay, taxi time, fuel burn, and reduced CO2 emissions, improved airport utilization during times when demand exceeds capacity, improved shared situational awareness and enhanced safety.

Relationship to Objective: .

Internal Work Activity: Terminal Flight Data Manager (TFDM) - G06A.03-01

TFDM G06A.03-01

Activity Target 1:
Terminal Flight Data Manager (TFDM) - Early User Involvement Events (EUIEs) Complete. Due January 31, 2018

Activity Target 2:
Terminal Flight Data Manager (TFDM) - Build 2 Critical Design Review (CDR) Complete. Due August 31, 2018

Activity Target 3:
Terminal Flight Data Manager (TFDM) - Implementation of Electronic Flight Strip Transfer System (EFSTS) Key Pack Tech Refresh. Due September 30, 2018

Activity Target 4:
Implementation of the Terminal Flight Data Manager (TFDM) Test Lab at WJHTC Complete. Due September 30, 2018

Internal Work Initiative: M54.01-01 Traffic Alert and Collision Avoidance System (TCAS) (CIP#:M54.01-01)

The Airborne Collision Avoidance System X (ACAS X) is being developed to meet future collision avoidance requirements. The ACAS X program will provide guidance and technical expertise to RTCA in order to develop the functional architecture, functional interfaces and requirements for the next generation of collision avoidance capability, which will replace the existing Traffic Alert and Collision Avoidance Systems II (TCAS II). TCAS II is required in US airspace for all commercial aircraft with 30 or more seats and on all cargo aircraft greater than 33,000 pounds. ACAS X will reduce the number of nuisance Resolution Advisories (RA) in US airspace and better support future operations. The program will be performing simulations, developing prototypes, and advancing performance specifications that will result in the development of Minimum Operational Performance Standard (MOPS), Technical Standard Order (TSO) and Advisory Circular (AC) documentation. Manufacturers will produce the ACAS X equipment in accordance with those documents. The program will also provide sustainment of TCAS II field equipment, encounter models, toolsets and certification support for manufacturer equipment. The ACAS X system will address shortfalls in the legacy TCAS II system. First, the system architecture will be designed so that changes to the threat detection and resolution logic can be made quickly using an automated process. This flexibility will be very useful for future adaptations to NextGen operations and for unmanned aircraft system (UAS) encounter profiles / patterns. Second, ACAS X will be able to accommodate a variety of different sensor types and will have enough flexibility to accommodate new generations of sensors where necessary (including data from ADS-B Airborne Position Messages); this will be especially important when it comes to adapting ACAS X for UAS. Third, ACAS X will reduce the number of "nuisance alerts" while simultaneously providing a reduced probability of near mid-air collision. The initial ACAS X systems will have two variants: ACAS Xa: A variant of ACAS X which will use active interrogations and replies in concert with passive reception of ADS-B information to perform surveillance. ACAS Xa is the variant of ACAS X most similar to TCAS II in its form and function. ACAS Xo: A variant of ACAS X intended for use with NextGen operations where other variants of ACAS X would generate unacceptably high rates of RAs if used. An example of such an operation would be Closely-spaced Parallel Operations (CSPO). This variant will be used in conjunction with ACAS Xa.

Relationship to Objective: .

Internal Work Activity: Traffic Alert and Collision Avoidance System (TCAS)

Traffic Alert and Collision Avoidance System (TCAS)

Activity Target 1:
Airborne Collision Avoidance System X (ACAS X) - Complete System Safety Hazard Analysis. Due October 31, 2017

Activity Target 2:
Airborne Collision Avoidance System X (ACAS X) - RTCA Publish Minimum Operational Performance Standards (MOPS). Due September 30, 2018

Internal Work Initiative: Reduced Oceanic Separation (G02S.04-01)

Reduced Oceanic Separation (G02S.04-01)

Internal Work Activity: Advanced Surveillance Enhanced Procedural Separation (ASEPS)

Advanced Surveillance Enhanced Procedural Separation (ASEPS)

Activity Target 1:
Complete development and submission of a white paper to support the International Civil Aviation

Organization (ICAO) Separation and Airspace Safety Panel (SASP) in developing new separation standards related to the Advanced Surveillance Enhanced Procedural Separation (ASEPS) investment. Due September 30, 2018

Internal Work Initiative: Time-based Flow Management (CIP#:G02A.01-06)

TBFM uses Time Based Metering (TBM) system uses time-based metering to better utilize NAS capacity by improving traffic flow management of aircraft approaching and departing congested airspace and airports. TBFM has been deployed and is operational at the 20 Air Route Traffic Control Centers and adapted for most major airports served by those centers. TBFM is a vital part of the NAS and enhances air traffic operations, by reducing delays and increasing efficiency of airline operations. Enhancements to the TBFM system will directly support NextGen Portfolio concepts. TBFM Work Package 3 (G02A.01-06) will continue to provide time-based metering solutions across all phases of flight to include terminal airspace. TBFM Work Package 3 is a follow-on phase of TBFM Work Package 2 that will implement additional NextGen concepts, such as optimized descent during time-based metering and Terminal Sequencing and Spacing (TSAS) to provide efficient sequencing and runway assignment. The TSAS capability will extend the aircraft's trajectory plan into the terminal airspace up to the runway to enable better predictability and accuracy for support of advanced Performance Based Navigation (PBN) procedures such as Required Navigation Performance (RNP). Also in WP3 is the expansion of the Integrated Departure/Arrival Capability (IDAC) to additional locations. The design, development and deployment of these concepts and enhancements will occur during the 2015-2022 timeframe and support the following current NextGen Operational Improvements: • Improved Management of Arrivals/Surface/Departure Flow Operations (104117) - Enables access to surface information to improve departure time predictions and supports a more integrated arrival/departure operation and more efficient flows. Integrates and automates the departure capability with the TBFM system. • Time-Based Metering in the Terminal Environment (104128) - Supports a time-based sequencing and spacing capability in the terminal environment by providing TBFM developed runway and sequence assignment information to terminal automation systems for display to controllers. Final Investment Decision (FID) for Work Package 3 was achieved in April FY 2015. TBFM Technology Refresh (G02A.01-07): TBFM Technology Refresh will replace the existing hardware that was deployed in 2012 and 2013 with new hardware. The current hardware will begin to reach its end of service and maintenance by 2017 and spares will be required to maintain the system prior to the Technology Refresh deployment. The program office will begin the Investment Analysis activities for the TBFM Technology Refresh in the FY 2019 timeframe.

Relationship to Objective: .

Internal Work Activity: Time Based Flow Management (TBFM) Work Package 3 (G02A.01-06)

Time Based Flow Management (TBFM) Work Package 3 (G02A.01-06)

Activity Target 1:
Complete Time Based Flow Management (TBFM) Release 4.8 Key Site. Due February 28, 2018

Activity Target 2:
Time Based Flow Management (TBFM) - First Integrated Departure Arrival Capability (IDAC) site deployed. Due July 31, 2018

Activity Target 3:
Complete two (2) ARTCCs and associated towers for Time Based Flow Management (TBFM) Work Package 3 (WP3) Integrated Departure/Arrival Capability (IDAC) site surveys. Due September 30, 2018

Internal Work Initiative: En Route Automation Modernization (ERAM) Technology Refresh, G01A.01-10 (CIP#:G01A.01-10)

En Route Automation Modernization (ERAM) Technology Refresh

Relationship to Objective: .

Internal Work Activity: En Route Automation Modernization (ERAM) Technology Refresh

En Route Automation Modernization (ERAM) Technology Refresh

Activity Target 1:
En-Route Automation Modernization (ERAM) - Complete Installation of "Early D" Equipment Components at First Site. Due March 31, 2018

Activity Target 2:
En-Route Automation Modernization (ERAM) - Complete installation of "Early D" Components at 15 ARTCCs. Due September 30, 2018

Internal Work Initiative: Off Shore Automation, A38.01-01

Off Shore Automation

Internal Work Activity: Off Shore Automation

Off Shore Automation

Activity Target 1:
Offshore Automation - Complete Final Program Requirements Documentation. Due September 30, 2018

Internal Work Initiative: Internal Work Initiative: ADS-B NAS Wide Implementation - Baseline Services & Applications (G02S.03-01) (CIP#:G02S.03-01)

Air Traffic Control (ATC) surveillance and aircraft separation services are currently provided using primary and secondary surveillance radar systems in the U.S. National Airspace System (NAS). A need to improve the FAA's surveillance capabilities, in the surface, terminal, en route and oceanic airspace, must be balanced with a more efficient and affordable solution to accommodate the projected capacity demands. The Federal Aviation Administration (FAA) determined that Automatic Dependent Surveillance-Broadcast (ADS-B), with Traffic Information Services-Broadcast (TIS-B) and Flight Information Services-Broadcast (FIS-B), is a viable technology solution to meet the challenges of the future. This ability to use the ADS-B technology as a surveillance source is made possible due to advancements in surveillance techniques, satellite-based navigation, avionics, and communication data links.

Relationship to Objective: .

Internal Work Activity: Internal Work Activity: Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation - Baseline Services & Applications

ADS-B NAS Wide Implementation - Baseline Services & Applications

Activity Target 1:
Automatic Dependent Surveillance - Broadcast (ADS-B) - Complete 14 Terminal Separation Services Initial Operating Capabilities (IOCs). Due May 31, 2018

Activity Target 2:
Deliver Equipment to 2 Airport Surface Surveillance Capability (ASSC) Sites. Due September 30, 2018

Internal Work Initiative: RVR Enhanced Low Visibility Operations (ELVO Phase II) - (N08.03-01) (CIP#:N08.03-01)

Ensure safe and efficient transition of aircraft from en route to terminal airspace with appropriate sequencing and spacing.

Relationship to Objective: ELVO Phase II

Internal Work Activity: RVR Enhanced Low Visibility Operations (ELVO Phase II) - (N08.03-01)

RVR Enhanced Low Visibility Operations (ELVO Phase II) - Improve capacity and efficiency in low visibility conditions.

Activity Target 1:
Declare Special Authorization (CAT) II Service Availability at three (3) locations, in support of the Enhanced Low Visibility Operations (ELVO) Phase II program. Due September 30, 2018

Activity Target 2:
Complete three (3) equipment implementation projects in support of the Enhanced Low Visibility Operations (ELVO) Phase II program. Due September 30, 2018

Internal Work Initiative: Runway Visual Range (RVR) - Replacement/Establishment - (N08.02-00) (CIP#:N08.02-00)

The Runway Visual Range (RVR) system provides pilots and air traffic controllers with a measurement of the visibility at key points along a runway. That data is used to decide whether it is safe to take off or land during limited visibility conditions. The RVR decreases diversions and delays at an airport by providing an accurate measure of the runway visibility. During reduced visibility weather conditions, RVR system measurements are used by Air Traffic to establish airport operating categories; thus, properly equipped aircraft with a trained crew may continue operations under reduced visibility Category I and Category II/III conditions. The RVR information affects airline scheduling decisions and air traffic management decisions regarding whether flight plans should be

approved for an aircraft to fly to or take off from an airport with low visibility. There are 289 RVR systems in the NAS. The new-generation RVR and PC-based RVR are safer than the older systems because the equipment is mounted on frangible, low-impact-resistant structures that break away if hit by aircraft during take off or landing. Replacement decisions are prioritized based on the level of activity at the airport, equipment age and life-cycle issues, such as: Reliability, Availability and Maintainability. This project also provides the equipment for sites that have recently qualified for an upgrade from a Category I to a Category II/III precision approach. Relationship to Measure: Older RVR systems are maintenance intensive, resulting in excessive downtime. This negatively affects airport capacity and reduces adjusted operational availability. The replacement or upgraded equipment requires less maintenance and repair time, which reduces system downtime, and supports the performance measure to maintain operational availability of the NAS.

Relationship to Objective: RVR

Internal Work Activity: Procure Runway Visual Range (RVR) - Replacement/Establishment

Procure Runway Visual Range (RVR) Systems.

Activity Target 1:
Procure ten (10) Runway Visual Range (RVR) Visibility Sensors. Due August 31, 2018

Internal Work Activity: Implement Runway Visual Range (RVR) - Replacement/Establishment

N08.02-00 RVR- Implement Runway Visual Range (RVR) - Replacement/Establishment

Activity Target 1:
Attain service availability for Runway Visual Range (RVR) systems and or Automated Surface Observing System (ASOS) connectivity at five (5) locations. Due September 30, 2018

Internal Work Initiative: Navaids - Sustain, Replace, Relocate - (N04.04-00) (CIP#:N04.04-00)

This program renovates or replaces airport approach lighting systems at sites where there is a high risk for failure of these systems and where failure would result in denying use of the primary precision approach. NAVAIDS include: * Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) for Category I approaches, * High Intensity Approach Lighting System with Sequenced Flashing Lights (ALSF-2) at Category II/III approaches, and * Runway End Identifier Lights (REIL). This program also supports Instrument Landing Systems (ILS) sustain and replace efforts at non-Core Airports where primary precision approach capability outages are most likely. ILS components include electronic devices (i.e., localizers, glide slopes, and distance measuring equipment, etc.). ILS's (Mark 1F) removed from Core Airports are reinstalled at lower activity airports to replace existing Mark 1D and Mark 1E ILS. This program also supports various other efforts that are related to the replacement of navigation equipment, such as: replace guide wires that support a light station, replace cable between light stations, replace aluminum light towers, replace DME antenna pedestal, convert antenna arrays, re-cable localizer antenna, equipment relocate, replace glideslope wooden tower, replace localizer antenna platform, repair pier with navigation equipment, undertake new technology initiatives, and provide engineering and technical services support. Service life extension for some ALSF-2 (CAT II/III systems) is accomplished by replacing the constant current regulators, installing an improved monitoring system and replacing electrical cables at some locations. This program supports product improvements, modifications, and technological upgrades to visual lighting system components. Ongoing efforts include: * Improve approach lighting system semi-flush fixtures. * Replace existing MALSR green threshold and white steady burning lights with LED lights. Relationship to Measure: The older electronic guidance systems and lighting systems are maintenance intensive, resulting in excessive downtime, which negatively impacts airport capacity. The replacement or upgraded equipment will require less maintenance and repair time, which reduces system downtime and contributes to maintaining operational availability of the NAS.

Relationship to Objective: NSRR

Internal Work Activity: Procure Approach Lighting System with Sequenced Flashing Lights (ALSF-2) Replacement Lamp Monitoring System (RLMS)

Procure ALSF-2 Replacement Lamp Monitoring System (RLMS).

Activity Target 1:
Procure two (2) Approach Lighting System with Sequenced Flashing Lights (ALSF-2) Replacement Lamp Monitoring System (RLMS). Due August 31, 2018

Internal Work Activity: Implement Approach Lighting System with

Sequenced Flashing Lights (ALSF-2) Replacement Lamp Monitoring System (RLMS)

Attain service availability for the Approach Lighting System with Sequenced Flashing Lights (ALSF-2) Replacement Lamp Monitoring System (RLMS).

Activity Target 1:
Attain service availability for two (2) Approach Lighting System with Sequenced Flashing Lights (ALSF-2) Replacement Lamp Monitoring System (RLMS). Due September 30, 2018

Internal Work Initiative: Visual Navaids - Replace Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicator (PAPI) - (N04.02-00) (CIP#:N04.02-00)

The International Civil Aviation Organization (ICAO) has recommended that all International airports replace the Visual Approach Slope Indicator (VASI) lights with Precision Approach Path Indicators (PAPI) lights. This standardizes the equipment used to allow pilots to determine visually that they are on the proper glideslope for landing. The program supports the procurement, installation, and commissioning of PAPI systems in order to comply with this ICAO recommendation. At the inception of this program, there were approximately 1,387 older (pre-1970's) VASIs at international and other validated locations requiring replacement. The first phase of the program addresses replacement of VASI systems at approximately 329 ICAO runway ends. The remaining VASI systems in the NAS will be replaced during the second phase of the program. Relationship to Measure: Replacing VASI with PAPI improves on-time performance by improving availability of the visual approach slope guidance systems used to help pilots touch down at the appropriate location on the runway. When these older VASI systems fail, air traffic controllers cannot use certain procedures such as Land and Hold Short to increase airport capacity and prevent aircraft delays.

Relationship to Objective: PAPI

Internal Work Activity: Procure Precision Approach Path Indicator (PAPI) Systems

Procure Precision Approach Path Indicator (PAPI) Systems.

Activity Target 1:
Award competitive contract for new Radio Remote Control System (RRCS) for Precision Approach Path Indicators (PAPI). Due September 30, 2018

Internal Work Activity: Replace VASI with Precision Approach Path Indicator (PAPI) systems

Replace the Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicators (PAPI) systems.

Activity Target 1:
Attain service availability of replacing a Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicators (PAPI) systems at ten (10) locations. Due September 30, 2018

Internal Work Initiative: Instrument Landing Systems (ILS) - (N03.01-00) (CIP#:N03.01-00)

The ILS program buys and installs partial and full Category I, II, and III instrument landing systems and associated precision approach equipment at qualified airports. The ILS improve both system safety and capacity at equipped runways by providing precision approach capability in the U.S. and worldwide for aircraft landing in adverse weather conditions. Relationship to Measure: Maintain contract vehicle to procure ILS systems to replace obsolete ones.

Relationship to Objective: ILS

Internal Work Activity: Procure Instrument Landing Systems (ILS)

Procure Establish/Sustain ILS Systems.

Activity Target 1:
Procure four (4) Instrument Landing Systems (ILS) and ancillary equipment. Due September 30, 2018

Internal Work Activity: Implement Instrument Landing Systems (ILS)

Implement Instrument Landing Systems (ILS).

Activity Target 1:
Complete two (2) Instrument Landing Systems (ILS) replacement projects. Due September 30, 2018

Internal Work Initiative: Sustain Distance Measuring Equipment (DME) - (N09.00-00) (CIP#:N09.00-00)

To support the Commercial Aviation Safety Team (CAST) recommendations, the DME program is procuring and installing DME systems at recommended sites. These systems will support the reduction of controlled-flight-into-terrain (CFIT) accidents at the most

vulnerable locations in the NAS. Relationship to Measure: The DME program supports the FAA goal by contributing to airport capacity. Each year the program needs to procure a significant number of DME systems to replace obsolete ones and to support the CAST recommendation. This system can also be used to increase RNP procedure utilization.

Relationship to Objective: DME

Internal Work Activity: Procure Distance Measuring Equipment (DME) Systems

Procure Distance Measuring Equipment (DME) Systems.

Activity Target 1:
Procure five (5) Distance Measuring Equipment (DME) systems. Due September 30, 2018

Internal Work Activity: Implement/Sustain Distance Measuring Equipment (DME) Systems

N09.00-00 Sustain Distance Measuring Equipment (DME) Systems

Activity Target 1:
Install ten (10) DME establish/sustainment projects. Due September 30, 2018

Internal Work Initiative: VOR Collocated with Tactical Air Navigation (VORTAC) (N06.00-00) (CIP#:N06.00-00)

VOR Collocated with Tactical Air Navigation (VORTAC). This program relocates VOR and VORTAC facilities and/or improves the VOR operational performance. The VOR and VORTAC (a combination of VOR and Tactical Air Navigation (TACAN) system) provide navigational guidance for civilian and military aircraft in both the en-route and terminal areas. As the FAA transitions gradually to performance based navigation (PBN), a VOR Minimum Operational Network (MON) will be retained to serve as a backup to satellite navigation and define VOR routes and procedures for legacy users. The VORs that are in the MON as well as the VORTACs must remain in service and may be relocated, technologically refreshed, or replaced. Currently 100 percent of the VORTAC systems are over 30 years old and beyond their service life.

Relationship to Objective: VORTAC

Internal Work Activity: Implement/Sustain Very High Frequency Omni-directional Range (VORTAC)

N06.00-00: Implement/Sustain Very High Frequency Omni-directional Range Facility Service (VORTAC)

Activity Target 1:
Initiate dopplerization project for one (1) Very High Frequency Omni-Directional Range (VOR) facility. Due September 30, 2018

Activity Target 2:
Complete dopplerization project for one (1) Very High Frequency Omni-Directional Range (VOR) facility. . Due September 30, 2018

Internal Work Initiative: NextGen Distance Measuring Equipment (DME) Program (GO1N.01-02) (CIP#:G01N.01-02)

Complete Final Investment Decision (FID)- NextGen DME

Relationship to Objective: NEXTGEN DME

Internal Work Activity: NextGen Distance Measuring Equipment (DME) Program

Complete Final Investment Decision (FID) for DME

Activity Target 1:
Procure seventeen (17) Distance Measuring Equipment (DME) systems for installation. Due September 30, 2018

Internal Work Initiative: NY Operational Initiatives

As identified with industry stakeholders, continue implementing operational initiatives at the New York Metropolitan airports.

Internal Work Activity: NY Operational Initiatives

As identified with industry stakeholders, continue implementing operational initiatives at the New York Metropolitan airports.

Activity Target 1:
Support PANYNJ runway rehabilitation and taxiway improvements at John F. Kennedy International Airport (JFK) to help minimize equipment and operational impacts including installation of 4R PAPI during closure. Support the

flight check and commissioning activities for returning JFK R/W 4R/22L to service in November. Due November 30, 2017

Activity Target 2:
Support PANYNJ runway rehabilitation and taxiway improvements at John F. Kennedy International Airport (JFK) to help minimize equipment and operational impacts including installation of 4R PAPI during closure. Support the flight check for returning JFK R/W 4R/22L to service in November. Due November 30, 2017

Activity Target 3:
Support the next phases of Port Authority of New York and New Jersey (PANYNJ) Terminal improvements at LaGuardia (LGA) and Newark Liberty International (EWR) airports to help minimize equipment outages and operational impacts. Support PANYNJ and FAA resources to evaluate airspace cases in a timely manner. Due September 30, 2018

Activity Target 4:
Support PANYNJ runway rehabilitation and taxiway improvements at John F. Kennedy International Airport (JFK) to help minimize equipment and operational impacts including installation of 4R PAPI during closure. Support the construction and installation activities for returning JFK R/W 4R/22L to service in November. Due November 30, 2017

Internal Work Initiative: Enterprise Information Display System (E-IDS), A03.05-03

The Enterprise Information Display System (E-IDS) will provide an enterprise-level platform that replaces multiple types of Information Display Systems (IDS) in the En Route, Terminal, Traffic Flow and Offshore domains with standard functionality and common hardware/software. IDSs are separate from primary displays, and their purpose is to provide Air Traffic Controllers, Front Line Managers, and Traffic Management Coordinators with supplemental but operationally essential information for controlling aircraft. IDSs were introduced in the terminal domain in the 1990's and rely on obsolete technology and interfaces with facility-centric, inefficient data organization, and manual update methods. Access to information through trusted sources varies from facility to facility depending upon the type of IDS model and whether the facility has a direct interface to source data. The Terminal environment includes three distinct systems, each with a different hardware/software configuration: IDS-4, Automated Surface Observing System Controller Equipment-IDS and NAS Information Display System. En Route includes a system called En Route Information Display System that provides non-tactical information to FAA personnel in Air Route Traffic Control Centers (ARTCC). Traffic Flow domain is present in both Terminal and En Route environments consisting of large monitors that display real-time, high-level traffic and Traffic Flow Management information. The Alaska ARTCC has developed its own IDS, the ATC Automated Information Display. In some cases, vendor-supplied information may be the only source available. These limitations make it cumbersome for users to search, retrieve, and display information. It adds additional workload to both controllers who use the systems and data managers who maintain the systems. Multiple types of information retrieval and display systems create inefficient maintenance activities necessary to sustain all system variations. Each system is separate and facility-bound; there is no centralized data backup, data migration, or data recovery capability. E-IDS will eliminate differences in the information displayed by obtaining it from trusted sources through the System Wide Information Management program. This information will include: (a) real-time weather, Notice to Airmen (NOTAM) and Pilot Reports (PIREP), (b) 56-day static digital information (e.g. charts, approach plates, etc.), and (c) administrative information. E-IDS will be an integrated system that uses a common enterprise-based server to collect, store, update, and provide information from authoritative sources to thousands of client displays in the field. Current IDSs are unable to fully utilize NextGen capabilities. E-IDS with its enterprise-level platform will leverage NextGen capabilities providing secure, timely, and accurate information to all service providers. E-IDS will add new system displays at Oceanic controller positions in ARTCCs, Alaska Automated Flight Service Stations, and for Tech Ops personnel. Incorporating new technology will improve the safety of the NAS and efficiency of flight-specific ATC operations by providing faster access to specific information. The E-IDS system will: • Combine duplicate management activities under an overarching program • Provide capabilities needed to meet NextGen era technologies that cannot be met by today's IDS' • Provide efficient data access and data management that is not possible with aging IDS systems The alternative analysis for E-IDS includes the following: • Alternative 1- New FAA-owned Commercial-Off-The-Shelf (COTS) Information Technology (IT) infrastructure that host modified commercially available software (CAS) integrated with repurposed software applications from legacy systems • Alternative 2 - New FAA-owned COTS IT infrastructure and new modified CAS • Alternative 3 - Cloud computing services with remote thin client displays connected to high reliability networks at central facilities The following information will be displayed on E-IDS: • Dynamic Information o NOTAM o Special Activity Airspace - Schedule and Status o PIREPS o

Weather and Wind o Runway Visual Range o Traffic Management Initiatives (Ground/Departure Stops, Snow Removal, Miles in Trail, etc.) • Static Information o Charts o Approach Plates o Orders (e.g., FAA 7110.65) o Standard Operating Procedures o Letters of Agreement JRC approval of the Initial Investment Decision (IID) is planned for 2nd Quarter FY 2018, and approval of Final Investment Decision (FID) is planned for 2nd Quarter FY 2019.

Internal Work Activity: Enterprise Information Display System (E-IDS)

Enterprise Information Display System (E-IDS)

Activity Target 1:
Submit Enterprise Information Display System (E-IDS) Initial Program Requirements Document (iPRD). Due February 28, 2018

Activity Target 2:
Submit final Enterprise Information Display System (E-IDS) Program Segmentation Plan. Due February 28, 2018

Internal Work Initiative: Airport Surveillance Radar Model-9 (ASR-9) SLEP Phase 3, S03.01-12

The ASR-9 SLEP Phase 3 program replaces or upgrades obsolete ASR-9 hardware and software to ensure the continued operation of the radar system. This is an ongoing program that is accomplished in phases to address obsolescence and supportability issues. The Phase 3 program will extend the service life of all 135 ASR-9 systems; 121 operational sites, seven (7) Department of Defense (DoD) sites, and seven (7) support systems. The ASR-9 system is a non-cooperative (primary) surveillance radar that provides aircraft position and weather information to automation systems for air traffic controllers in terminal airspace. The ASR-9 system supports aircraft separation standards, air traffic operational efficiency, and improves safety at congested airports. During instrument meteorological conditions, the radar provides air traffic controllers with aircraft position and weather information to support aircraft operations. The ASR-9 also provides data under Memorandum of Agreements with the DoD and Homeland Security, through the Defense Radar Program, and to the Department of Treasury and National Weather Service through separate agreements. The DoD uses ASR-9 surveillance data to monitor and detect non-transponder equipped intruders in terminal airspace. The system was procured in the mid-1980s, fielded between 1989 and 1994, and has significantly exceeded the expected 20-year lifecycle. Future ASR-9 SLEPs are dependent upon ongoing supportability assessments to ensure ASR-9s remain operational through their designated lifecycle. A Final Investment Decision (FID) for ASR-9 SLEP Phase 3 is scheduled to occur in FY 2018. Implementation is planned to begin in 2019 and continue through 2027.

Internal Work Activity: Airport Surveillance Radar Model-9 (ASR-9) SLEP Phase 3

Implementation of Airport Surveillance Radar Model-9 (ASR-9) SLEP Phase 3

Activity Target 1:
ASR-9 SLEP Phase 3 - Release Data Communications Equipment (DCE) Market Survey for local and remote kits. Due March 31, 2018

Internal Work Initiative: Terminal Radar (ASR) Program- Mode Select Service Life Extension (SLEP) Phase 3, S03.01-13

The Mode S system provides secondary aircraft surveillance in terminal and En Route airspace. Mode S uses selective beacon detection technology to provide target data as digital formatted messages and analog video tailored for automation and display systems. Mode S systems are co-located with Airport Surveillance Radar Model 9 (ASR-9), ASR-8, and the Common Air Route Surveillance Radar. The Mode S system and the co-located primary radars are capable of providing correlated radar and beacon reports to NAS En Route and terminal automation systems at Terminal Radar Approach Control, Air Route Traffic Control Center facilities, the U.S. Department of Defense, and other users. Terminal Mode S systems support aircraft separation standards, reduces delays, and improves safety at congested airports. Currently, there are 137 operational Mode S radar systems in the NAS and have been in operation since 1989. FAA Logistic Center Mode S Radar Products Division's conducted a Diminishing Manufacturing Sources and Material Shortages Study in April 5, 2014. The study identified 11 critical Lowest Replaceable Units (LRUs) with major obsolescence issues, End of Service life, and Diminishing Manufacturing Sources. The Mode S SLEP Phase 3 received FAA Joint Resource Council (JRC) Investment Analysis Readiness Decision approval on September 30, 2015. A Market Survey was conducted in April 2016 and determined current industry capabilities may be a viable alternative and an alternatives analysis should be performed. An alternatives analysis was completed in June 2016 recommending to replace rather than refurbish the legacy Mode S System. This strategy was presented and approved by the JRC on December 14, 2016. A Final Investment Decision (FID) in currently planned in 4th Quarter CY 2018. The

competitive procurement is also anticipated to be awarded in 4th quarter CY 2018.

Internal Work Activity: Terminal Radar (ASR) Program- Mode Select Service Life Extension (SLEP) Phase 3

Terminal Radar (ASR) Program- Mode Select Service Life Extension (SLEP) Phase 3

Activity Target 1:
Mode S SLEP Phase 3 - Complete Program Management Plan (PMP). Due March 31, 2018

Internal Work Initiative: En Route Automation Modernization (ERAM) Enhancements 2, G01A.01-08 (CIP#:G01A.01-08)

The ERAM Enhancements 2 program provides software enhancements for the en route sector controller team. It is a multi-year effort to improve the efficiency and effectiveness of en route sector operations through enhanced trajectory management and improved collaboration between the Radar Position (R-Side) and Radar Associate Position (D-Side) controllers. It also involves upgrades to flight data management and system support functions. Current automation capabilities are limited in providing the requisite accuracy, consistency, and usability needed during high demand scenarios which can result in decreasing the efficient use of airspace. ERAM Enhancements 2 will develop and implement improvements to en route automation and procedures, building upon existing ERAM capabilities and leveraging previous NextGen pre-implementation activities. Final Investment Decision (FID) was achieved in December 2016. Prime contractor system engineering, software development, and implementation activities are ongoing and per the original baseline, were planned to complete in FY 2023; however, due to recent funding adjustments a baseline change will be required along with revisions to the program milestones. A preliminary allocation of each enhancement to a specific ERAM release has been determined, however refinements are ongoing. The specific enhancements are listed below and will be deployed as a series of ERAM releases throughout the program lifecycle. • Conflict Probe Enhancements - Improve Conflict Probe through better representation of the adherence bounds used to determine the need for computing a new aircraft trajectory, minimize false alerts, and apply a 3-nautical mile separation standard; • ERAM Enhancements to Support Unmanned Aircraft Systems (UAS) - Improve the processing of UAS flight information, including routes, aircraft types, and performance characteristics; • International Common Harmonization - Expand the automated coordination of flight data and aircraft control with the Canadian Air Navigation Service Provider (NavCanada); • ERAM Adaptation Refinements - Improve the ability of the Air Route Traffic Control Center (ARTCC) support personnel to efficiently and dynamically change adaptation data; and • Technical Operations Enhancements - Provide maintenance support at the Monitor and Control system.

Relationship to Objective: .

Internal Work Activity: En Route Automation Modernization (ERAM) Enhancements 2

En Route Automation Modernization (ERAM) Enhancements 2

Activity Target 1:
En-Route Automation Modernization (ERAM) - Develop International Civil Aviation Organization North American Region (NAM) Transmission Control Protocol/Internet Protocol (TCP/IP) Interface Requirements Document (IRD). Due July 31, 2018

Internal Work Initiative: En Route Automation Modernization (ERAM) Sustainment Technology Refresh 3-4, G01A.01-11

ERAM Sustainment 3 program is the third currently planned technology refresh update to the ERAM equipment sustainment program. The program will replace the remaining ERAM infrastructure hardware, network equipment, and operating system at operational, training, and support environments that were not replaced in the ERAM System Enhancement / Technology Refresh and ERAM Sustainment 2 programs. The ERAM Sustainment 3 program also includes security adaptation to align security and network communication features with current FAA Telecommunication Infrastructure standards. Execution of the ERAM Sustainment 3 program will be from FY 2019 to FY 2025. This program is scoped for the following ERAM infrastructure items: • Enterprise Storage and Tape Backup units replacement; • IBM P5/6 Series processors (Flight Data Processor/Surveillance Data Processor Servers) running AIX (Operational Systems, Support, and En Route System Support Complex (ESSC)) replacement; • ARTCC and support environment ERAM Network Equipment (i.e., Application Local Area Network); • ESSC Servers, Configuration Management, and Support tools replacement; • Selected Security / Plan Of Action and Milestones items: o Provide maintenance support for edge security devices (Enterprise Router

Firewall is end of support in 2020) o Provide centralize (channel) network device management (Radius on Security Workstation) o Support OS for all ERAM (step up to Red Hat Enterprise Linux) • En Route Information Display System servers, workstations, and networks sustainment/replacement; and • Low Resolution Keyboard/Video/Mouse switches for D-Side replacement. Three separate national site waterfall schedules are planned to implement the full complement of ERAM Sustainment 3 equipment at all operational sites. The priority of the equipment implementation will be determined during the FID phase. The program is planned to start in FY 2019 assuming achievement of an Investment Analysis Readiness Decision (IARD) in early FY 2018 and FID in Q4 FY 2018.

Internal Work Activity: En Route Automation Modernization (ERAM) Sustainment Technology Refresh 3-4

En Route Automation Modernization (ERAM) Sustainment Technology Refresh 3-4

Activity Target 1:
En-Route Automation Modernization (ERAM) - Complete Draft Investment Analysis Plan. Due December 31, 2017

Activity Target 2:
En-Route Automation Modernization (ERAM) - Complete Draft Shortfall Analysis Report. Due February 28, 2018

Internal Work Initiative: Automatic Dependent Surveillance Broadcast (ADS-B) (Gulf of Mexico Platform), G02S.05-01

The Gulf of Mexico (GOM) implementation of Air Traffic Control (ATC) services provides ADS-B surveillance data for aircraft operating in a large area without access to traditional radar coverage. In addition to the ADS-B surveillance facilities, voice communications and weather services are maintained to support ATC Instrument Flight Rule requirements. Aircraft utilizing these services include high altitude commercial aircraft transiting the GOM and low-altitude helicopters providing transportation to the multiple energy platforms operating throughout the GOM. This program is supported by a Memorandum of Agreement (MOA) between the FAA and multiple energy and transportation companies with interests in the GOM. The MOA defines the roles, responsibilities, and contributions of each party. The energy and transportation companies provide space for ADS-B, weather, and voice communication equipment; engineering design services; installation support; limited preventative maintenance; telecommunications services; and transportation to the oil platforms at no cost to the FAA. The FAA installs and maintains ADS-B, weather, and voice communications. Maintenance for ADS-B and weather equipment are paid through a leased service as monthly subscription charges. These monthly charges are covered under the ADS-B NAS Wide Implementation - Baseline Services & Applications (Service Volume), G02S.03-01. Energy platforms in the GOM are utilized by the program to host surveillance, communications and weather facilities. These platforms have a temporary lifespan that are impacted by a number of economic and technical criteria. The shutdown of a platform requires that existing facilities be removed and replacement facilities installed on platforms meeting FAA criteria. Additional facilities may be installed using existing inventory to ensure service reliability. This program provides the needed funds to relocate equipment in the event FAA loses access to a current platform space.

Internal Work Activity: Automatic Dependent Surveillance Broadcast (ADS-B) (Gulf of Mexico Platform)

Sustain and Relocate Automatic Dependent Surveillance Broadcast (ADS-B) in the Gulf of Mexico

Activity Target 1:
Install an Offshore Automatic Dependent Surveillance - Broadcast (ADS-B) and Remote Center Air/Ground (RCAG) Facility on Chevron's Blind Faith Platform. Due August 31, 2018

Internal Work Initiative: Southern California TRACON (SCT) Wide Area Multilateration (WAM) Stage 2

Southern California TRACON (SCT) Wide Area Multilateration (WAM) Stage 2

Internal Work Activity: Southern California TRACON (SCT) Wide Area Multilateration (WAM) Stage 2

Southern California TRACON (SCT) Wide Area Multilateration (WAM) Stage 2

Activity Target 1:
Complete Southern California TRACON (SCT) Wide Area Multilateration (WAM) Stage 2 Implementation Service Acceptance Testing (ISAT). Due May 31, 2018

Internal Work Initiative: System Operations Cross Cutting Initiatives

AJR's Cross Cutting Initiatives are projects designed to involve all of the Directorates within System Operations

and provide innovative, holistic and collaborative solutions to improve the safety, security, and efficiency of the NAS.

Internal Work Activity: Caribbean Initiative

Lead a cross-cutting initiative for the ATO, partnering with NAS Operations and Performance Analysis in support of PERTI to champion the development of Air Traffic Flow Management and Collaborative Decision-Making in the Caribbean region.

Activity Target 1:
Fully implement the Operational Information System (OIS) by December 31, 2017. OIS, a web-hosted service, will allow Civil Air Navigation Service Organization's (CANSO) Data Exchange Network for the Americas (CADENA) members to input operational data, including daily operational plans; impacted routes; current and planned traffic management restrictions; delays- with trending; and archiving for analysis and trending. Due December 31, 2017

Activity Target 2:
Host a quarterly CADENA Regional Implementation Group (RIG) Meeting Due July 31, 2018

Activity Target 3:
Ensure alignment to support ATO PERTI initiative. Due September 30, 2018

Activity Target 4:
Update regional Air Navigation Plans in collaboration with NavCanada and the International Civil Aviation Organization's North America, Central America, and Caribbean Office. Due September 30, 2018

Internal Work Activity: Data & Information Management

The Operational Data Policy and Management, AJR-G4, Group supports the coordination, facilitation, and strategic planning to support development and implementation of data and information management standards, orders, and best practices to align with agency and national policies on data protection, storage, retention, and redistribution. The program promotes principles of data governance, data release, data policy, data security/cyber, and lifecycle data management.

Activity Target 1:
Develop initial governance standards for operational data management. Due September 30, 2018

Activity Target 2:
Draft and/or revise existing policy orders for operational data management and release, consistent with guidance from other federal agencies, OMB, and applicable EO's. Due September 30, 2018

Internal Work Activity: Cross Organizational Outreach for Notices to Airmen (NOTAMs)

Produce plan to analyze benefits for outreach on NOTAM policies and procedures with international stakeholders.

Activity Target 1:
Complete analysis and develop plan for outreach on NOTAM policies and procedures with international stakeholders. Due March 31, 2018

Activity Target 2:
] Complete FY18 outreach plan for NOTAM policies and procedures with international stakeholders. Due September 30, 2018

Internal Work Activity: Promote and Use the NAS Integrated Status Insight System (NISIS)

Serving in the capacity of OPR for NISIS, incorporate requirements for NISIS use from other offices into the NISIS program implementation baseline, subject to funding availability.

Activity Target 1:
Provide a NISIS demonstration and outline potential functionalities to be used by other AJR offices. Due September 30, 2018

Activity Target 2:
Provide a summary report of the potential increased NISIS functionalities and data to be incorporated into NISIS as identified by the other AJR offices. Due September 30, 2018

Internal Work Activity: PERTI trend analysis of Airspace Flow Program (AFP) and other product analysis

Conduct AFP analysis in support of advanced planning to determine the effective use of this Traffic Management Initiative (TMI). Analyze the most commonly used AFP's for defining consistency and standards of use. Conduct analysis of other advanced planning products for applicability.

Activity Target 1:
Identify the most commonly used AFP's for analysis. Due October 31, 2017

Activity Target 2:
Develop standards of use for the most commonly used AFP's. These standards will be used in the advanced planning process. Due April 30, 2018

Activity Target 3:
Develop actions for specific time frames identified by START. Due January 30, 2018

Internal Work Activity: AJR-2 Support for Plan, Execute, Review, Train, and Improve (PERTI) Strategy

The ATO Significant Incident Response Team (ASIRT) is activated to provide centralized, whole-of-ATO significant incident management support to the Officers Group (OG) and interface with select external partners. This team is engaged when a significant incident disruptive to the National Airspace System (NAS) necessitates incident management efforts, including whole-of-ATO reporting and coordination, which exceed the capabilities of steady-state ATO mechanisms. Provide information, process and triggers for advanced planning group which identify when the potential exists for disruptive event(s) to exceed the capabilities of steady-state ATO mechanisms.

Activity Target 1:
Conduct review of disruptive events where the ASIRT has been activated and the steady state ATO capabilities and mechanisms which were exceeded driving the incident management efforts. Identify the owner organization of the capability and mechanisms which were exceeded. Due November 30, 2017

Internal Work Activity: PERTI Advanced Planning development of ATO Significant Incident Response Team (ASIRT) activation/deactivation criteria.

The ATO Significant Incident Response Team (ASIRT) may be activated to provide centralized, whole-of-ATO significant incident management support to the Officers Group (OG) and interface with select external partners. The OG will principally use this team when a significant incident disruptive to the National Airspace System (NAS) necessitates incident management efforts, including whole-of-ATO reporting and coordination, which exceed the capabilities of steady-state ATO mechanisms.

Activity Target 1:
Identify the disruptive events where the ASIRT has been activated since July 1, 2016. Due October 31, 2017

Activity Target 2:
Identify the steady state ATO capabilities and mechanisms which were exceeded driving the incident management efforts, along with the owner organization (AJR, AJT, AJV, AJW, AJI, AJG, AJM) of the capability and mechanisms which were exceeded. Due December 31, 2017

Activity Target 3:
Identify ATO upward reporting and guidance material providing direction for disruptive events ie. NHOP, Contingency Plan 1900.47E, ASIRT N1900.48 Service Area Situation Room activation/guidance, AJW facility guidance, etc. Due March 31, 2018

Activity Target 4:
Develop advanced planning checklist which identifies when the potential exists for disruptive event(s) exceed the capabilities of steady-state ATO mechanisms. Due May 31, 2018

Internal Work Activity: AJR-F Support for Plan, Execute, Review, Train, and Improve (PERTI) Strategy

Connect advanced planning to the work underway in the Caribbean, Central and South America regions. Provide relevant regional strategic and pre-tactical information to the advanced planning group.

Activity Target 1:
Conduct a review of activities undertaken by the CADENA group to identify applicable information for advanced planning participants. Due October 31, 2017

Activity Target 2:
Develop a mechanism for CADENA to provide, as appropriate, information for PERTI advanced planning. Due November 30, 2017

Internal Work Activity: AJR-G Support for Plan, Execute, Review, Train, and Improve (PERTI) Strategy

Conduct AFP analysis in support of advanced planning to determine the effective use of this Traffic Management Initiative (TMI). Analyze the most commonly used AFP's for defining consistency and standards of use. Conduct analysis of other advanced

planning products such as START for advanced planning applicability.

Activity Target 1:
Analysis of START ORD information across the three product NAM, SREF, LAMP time frames. Due November 30, 2017

Activity Target 2:
Analysis and comparison of previous START information verses actual weather on the identified time frame dates. Due November 30, 2017

Activity Target 3:
Analyze specific AFP's for target rates, program rates, actual throughput, implementation time, slot utilization, compliance, intended results, actual performance, program duration and actual duration. Due February 28, 2018

Activity Target 4:
Analysis of forecast and actual weather associated with the most commonly used AFP's. Also, analysis of the forecast volume and actual volume associated with the most commonly used AFP's. Due February 28, 2018

Internal Work Activity: System Operations Cross Cutting Initiatives

System Operation's Vice President will establish a set of cross cutting initiatives in FY18.

Activity Target 1:
Collaborate with all AJR directorates to establish FY18 cross cutting initiatives. Due November 30, 2017

Internal Work Activity: Expand advanced planning to the CADENA

Connect advanced planning to the work underway in the Caribbean, Central and South America regions.

Activity Target 1:
Incorporate Caribbean, Central and South America relevant regional information into advanced planning process. Due April 30, 2018

Internal Work Initiative: Improve Harmonization of Commercial Space Operations with Air Traffic Management (ATM) Security

Ensure ATM security issues and requirements are taken into consideration for planned space vehicle operations.

Internal Work Activity: Improve Methods to Assess National Security Implications for Commercial Space

This activity develops improved methods for assessing national security implications for planned space vehicle operations.

Activity Target 1:
Develop strategies to analyze commercial space launch schedules to identify potential conflicts and coordination needs regarding security sensitive activities. Due September 30, 2018

Internal Work Objective: Commercial Space in ATO

The space industry is currently researching the development of new launch vehicles that have various performance characteristics. These new launch vehicles may necessitate changes in airspace structure, operating procedures, and standards in order to integrate these operations in ways that do not cause an undue burden on other NAS users. These diverse vehicle types have different operating characteristics that will pose new challenges for the NAS. Demand forecasts project continued growth for space-based activities in the areas of commercial human spaceflight, research, testing, education, satellite deployment, remote sensing, and point-to-point transportation.

Internal Work Initiative: Commercial Space - Airspace

Examine characteristics of space vehicle operations and determine whether changes are needed to airspace.

Internal Work Activity: Evaluate Airspace above FL600

This activity evaluates how current airspace above FL600 may be used by space vehicles. This activity identifies airspace, route, or procedures that may be used for space vehicle operations. This activity also examines space vehicle types and assesses whether airspace changes above FL600 are necessary.

Activity Target 1:
Deliver evaluation of current airspace above FL600 that assess whether existing aircraft flight procedures/routes and/or airspace designations/boundaries may be used for space vehicle operations and identify what changes may be necessary. Due September 30, 2018

Activity Target 2:
Complete incremental next steps in the

development of policy for Above Flight Level 600. Due September 30, 2018

Internal Work Activity: Aircraft Hazard Area (AHA)

Determine if its necessary or feasible to define AHA either as regulatory or non-regulatory airspace or if no definition is required and current airspace management techniques are sufficient.

Activity Target 1:
Determine if its necessary or feasible to define AHA either as regulatory or non-regulatory airspace or if no definition is required and current airspace management techniques are sufficient. Due September 30, 2018

Internal Work Initiative: Commercial Space - Procedures and Standards

Standardize processes and procedures for space operations in the NAS.

Internal Work Activity: FAA Orders & LOA

Reviewer and Revises ATO LOA requirements for spaceports and operators in current FAA orders and regulations (i.e. 7210.3, 7400.2, 14 CFR Part 400). This activity provides a standard LOA template that includes the specific requirements for space vehicle operations and ensures responsibilities are clearly defined. If necessary, this activity will recommend revisions to 14 CFR Part 400

Activity Target 1:
Submit a DCP to the appropriate FAA Order to publish a standard LOA template that includes specific requirements for space vehicle operations and ensures responsibilities are clearly defined. Due September 30, 2018

Internal Work Activity: Space Vehicle Launch Procedures and Reentry Operations

This activity reviews and revises air traffic organization launch and reentry operational procedures for mission planning and real-time operations at federal and commercial spaceports.

Activity Target 1:
Provide standards and procedures support to review and revise, as needed, Air Traffic Organization space vehicle launch and reentry operational procedures. Due September 30, 2018

Internal Work Initiative: Commercial Space - Policy and Regulation

Review existing policies and regulations and identify areas where changes may be needed.

Internal Work Activity: Existing Policies and Regulations

Review existing policies and regulations to identify areas that may need to be examined in more detail and provide recommendations for future changes

Activity Target 1:
Review existing orders to include FAA Order JO 7400.2 and FAA Order JO 7110.65, to identify areas that may need updating with the development of Commercial Space procedural requirements. Due September 30, 2018

Internal Work Activity: Airspace Access Priorities Aviation Rulemaking Committee (AAP-ARC)

AAP-ARC will provide a forum for the U.S. aviation and space communities to review and discuss information and data such as the historical and projected growth in operations for the respective stakeholders, the methods currently used by the FAA to accommodate requested operations in the airspace, and the respective operational needs and constraints across the community of stakeholders for access to the national airspace to meet their respective needs.

Activity Target 1:
Provide SME and other support as requested by APL for the support AAP. Due September 30, 2018

Internal Work Initiative: Commercial Space - Integration Planning

Identify and plan for the integration of space operation activities into the NAS.

Internal Work Activity: ATO Commercial Space Integration Team (CSIT)

This activity ensures ATO Directors and key stakeholders are coordinated on key issues through the ATO CSIT. The CSIT provides ongoing leadership and oversight across the ATO and ensure alignment with the Office of Commercial Space Transportation (AST). The scope of CSIT includes defining and coordinating policy, regulation, procedures, and strategic planning pertaining to space operations integration into the NAS for all aspects of the ATO including but not limited to: • Planning for and

managing changes to policy, regulation, and strategic planning; • Establishing an ATO Commercial Space Integration Roadmap; • Planning for space operations integration into affected ATO organizations

Activity Target 1:
Update the ATO CSIT charter Due September 30, 2018

Activity Target 2:
Continue to manage the CSIT forum ensuring value to the ATO Directors and key stakeholders by planning for and monitoring progress against work activities in support of space operations integration. Due September 30, 2018

Internal Work Activity: Integration of Space Operations into the NAS

Define the scope of required ATO changes across all directorates to continue integrating space operations into the NAS and defines these activities within the ATO Roadmap Report and Framework.

Activity Target 1:
Delivery of the ATO Roadmap for the Integration of Space Operations into the NAS. Due September 30, 2018

Internal Work Initiative: Safety - ATO

Conduct Safety Risk Management (SRM) assessments of space vehicle operations in the NAS to ensure that airspace in the vicinity of space vehicle aircraft hazard areas meet the air traffic organization's target level of safety.

Internal Work Activity: ATO Safety Risk Management (SRM) Support for space vehicle operations

Provide SRM support to the Commercial Space program. Facilitate SRM panels for space vehicle operations, gather supporting data and define safety performance targets.

Activity Target 1:
Provide SRM support in the conduct of safety risk assessment for captive carry space vehicle operations. Deliver a SRMD for signature coordination by February 28, 2018. Due February 28, 2018

Activity Target 2:
Review and provide assessments of space vehicle operations, standards, and procedures. Provide a final status report by August 31, 2018. Due August 31, 2018

Activity Target 3:
Provide SRM support for the safe integration of Commercial Space Vehicles into the NAS in unrestricted airspace. Provide a final status report by August 31, 2018. Due August 31, 2018

Internal Work Initiative: NAS Automation for Commercial Space

Execute the Commercial Space Data Integration Program through Mission Analysis phase of the Acquisition Management System.

Internal Work Activity: Update Acquisition Management System (AMS) artifacts in order to support future capital investment related to NAS integration of commercial space.

Produce Acquisition Management System (AMS) artifacts in order to support future capital investment related to NAS integration of commercial space.

Activity Target 1:
Define scope of Commercial Space Work Package 1 and develop draft Concept of Operations. Due September 30, 2018

Activity Target 2:
Provide draft Commercial Space Work Package 1 preliminary Program Requirements document. Due September 30, 2018

Internal Work Initiative: Commercial Space - Training

This activity develops introductory informational briefing materials to educate air traffic organization personnel on space vehicle operations and their expansion in the NAS and works with ATO Technical Training (AJI) to publish the content to eLMS for delivery across the ATO.

Internal Work Activity: Create introductory briefing material to inform ATO about space vehicle operations in the NAS

This activity develops introductory informational briefing materials to educate air traffic organization personnel on space vehicle operations and their expansion in the NAS and works with ATO Technical Training (AJI) to publish the content to eLMS for delivery across the ATO.

Activity Target 1:
Delivery of version 1.0 of the ATO Informational

Briefing on Space Operations Integration. Due September 30, 2018

Internal Work Initiative: ATO Space Vehicle Planning and Space Vehicle Operations

Develop standard methodology and tools to assess NAS spaceport and space operations. Automate ATC processes for handling space vehicle operations.

Internal Work Activity: Develop automated capability to assess impact of space vehicle operations on NAS users and resources

This activity develops a methodology and proof-of-concept tool to assess the impact on the NAS and NAS users, such as additional mileage flown or delay time, from proposed space launch and reentry hazard areas.

Activity Target 1:
ATCSCC Space Operations continues to collaborate with MITRE to upgrading/enhance the capabilities of the NAS Effects Assessment Prototype tool (NEAP). The technical transfer of the tool from MITRE to FAA should occur sometime in FY2018. Due September 30, 2018

Internal Work Activity: Integrate and automate NAS impact assessments into information sharing capability

This activity automates the integration of NAS impact assessments from space vehicle operations into an information sharing capability for communication across operations stakeholders.

Activity Target 1:
ATCSCC Space Operations continues to collaborate with MITRE to the develop the Information Sharing Capabilities (ISC). This tool will provide access and inputs from all stakeholders regarding launch and re-entry coordination and information regarding processes/schedule/strategies. This is a long term project that will likely run into 2020. Due September 30, 2018

Internal Work Activity: Explore methods to automate space vehicle tracking for both commercial and government vehicles

Collaborate with AST to explore technologies and methods to automate space vehicle tracking for use by existing or planned FAA air traffic management tools.

Activity Target 1:
This is a long-term on-going activity. ATCSCC Space Operations continues to collaborate with AST on the development of the Space Data Integrator. We are contributing to the development and refinement of the requirements for this prototype. This is a long term project that will likely run into 2020. Due September 30, 2018

Internal Work Activity: Review and update procedures for space vehicle launch and reentry operations

Collaborate with AJV-7 to review and revise air traffic organization launch and reentry operational procedures for mission planning and real-time operations at federal and commercial spaceports.

Activity Target 1:
ATCSCC Space Operations Office continues to provide oversight of the tactical operations for launch and re-entry operations throughout the NAS. Review and refinements of processes/procedures in is ongoing. Due September 30, 2018

Internal Work Activity: Develop real-time coordination capability of space vehicle status and debris hazards with suggested reroute option

This activity develops a capability for the real-time creation and coordination of aircraft hazard area status and suggested aircraft reroute options when debris hazards occur.

Activity Target 1:
Collaborate with AST and ANG-C5 to identify and develop capabilities to automate debris hazard assessments using a hazard analysis tool. Due September 30, 2018

Internal Work Initiative: Commercial Space - Systems and Capabilities

Conduct Research & Development (R&D) for real-time data integration and risk management of space vehicle.

Internal Work Activity: Space Vehicle Operation Scenarios

This activity develops use cases and operational scenarios for integrating space vehicle operations into the NAS for key implementation timeframes (e.g., in

the short-range, mid-range, and long-range timeframes).

Activity Target 1:
Develop preliminary OV-6Cs to capture the As-Is Use Cases for Space Operations Integration Enhancements in support of identified scenarios. Due September 30, 2018

Activity Target 2:
Develop preliminary OV-6Cs to capture the To-Be Use Cases for Space Operations Integration Enhancements in support of identified scenarios. Due September 30, 2018

Internal Work Objective: Deliver Benefits Through Technology and Infrastructure - Focus to Achieve the Benefits of NextGen

Lay the foundation for the NAS of the future by achieving prioritized NextGen benefits, integrating new user entrants, and delivering more efficient, streamlined services.

Internal Work Initiative: Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON) Implementation (CIP#:N06.01-01)

Complete all activities supporting the establishment of the VOR MON by 2025.

Relationship to Objective: Related

Internal Work Activity: VOR MON Implementation Program

Continue implementation activities for the VOR MON program to include instrument Flight Procedures and Routes, Spectrum Implementation addressing co-located services and individual VOR Safety Risk Management process. Complete all activities supporting the establishment of the VOR MON by 2025

Activity Target 1:
Discontinue four (4) Very High Frequency Omni-directional Ranges (VORs). Due September 30, 2018

Internal Work Activity: VOR MON Implementation (AJV-1)

VOR MON Implementation (AJV-1)

Activity Target 1:
Initiate Part 71 rulemaking actions required, upon receipt of Service Center OSG recommendation packages, resulting from four (4) VOR discontinuance determinations associated with the VOR MON program Phase 1 FY18 milestones. Due September 30, 2018

Activity Target 2:
Provide required PBN procedure support for the discontinuance of four (4) VORs from the FY18 VOR MON waterfall schedule. Due September 30, 2018

Internal Work Activity: VOR MON Implementation (AJV-5)

VOR MON Implementation (AJV-5)

Activity Target 1:
Complete all Instrument Flight Procedures (IFP) activities required to discontinue four (4) VORs. Due September 30, 2018

Internal Work Activity: VOR MON Implementation (AJV-C)

VOR MON Implementation (AJV-C)

Activity Target 1:
Complete the JO 7400.2 NAVAID Discontinuance process to support the VOR MON Program's discontinuance goal of four (4) VORs. Due September 30, 2018

Activity Target 2:
Complete the instrument flight procedures preliminary design and coordination activities required to support the VOR MON Program's discontinuance goal of four (4) VORs. Due September 30, 2018

Internal Work Activity: VOR MON Implementation (AJV-E)

VOR MON Implementation (AJV-E)

Activity Target 1:
Complete the JO 7400.2 NAVAID Discontinuance process to support the VOR MON Program's discontinuance goal of four (4) VORs. Due September 30, 2018

Activity Target 2:
Complete the instrument flight procedures preliminary design and coordination activities

required to support the VOR MON Program's discontinuance goal of four (4) VORs. Due September 30, 2018

Internal Work Activity: VOR MON Implementation (AJW-1)

VOR MON Implementation (AJW-1)

Activity Target 1:
Complete development of the Facility Central Processing Unit (FCPU) engineering study and System Support Modification (SSM) for the 2nd Gen (FA-9996) VOR system for the VOR MON Program. Due June 30, 2018

Internal Work Activity: VOR MON Implementation (AJW-3)

VOR MON Implementation (AJW-3)

Activity Target 1:
Complete flight inspection support activities in accordance with the FY18 Service Level Agreement between AJM-324 and Flight Program Operations, to support the VOR MON Program's discontinuance goal of four (4) VORs. Due September 30, 2018

Internal Work Initiative: SWIM Segment 2A (CIP#:G05C.01-04)

The System Wide Information Management (SWIM) Program is a National Airspace System (NAS)-wide information system that supports the FAA Next Generation Air Transportation System (NextGen). It is the NextGen focal information management and data sharing system. SWIM collects and disseminates information and provides services to the aviation community.

Relationship to Objective: Relative to the Objective

Internal Work Activity: SWIM Segment 2A

The System Wide Information Management (SWIM) Program is a National Airspace System (NAS)-wide information system that supports the FAA Next Generation Air Transportation System (NextGen). It is the NextGen focal information management and data sharing system. SWIM collects and disseminates information and provides services to the aviation community.

Activity Target 1:
Complete deployment of System Wide Information Management (SWIM) NAS Enterprise Messaging Service (NEMS) system level Availability and Performance capability (B4). Due December 31, 2017

Internal Work Initiative: SWIM Segment 2B (CIP#:G05C.01-08)

The System Wide Information Management (SWIM) Program is a National Airspace System (NAS)-wide information system that supports the FAA Next Generation Air Transportation System (NextGen). It is the NextGen focal information management and data sharing system. SWIM collects and disseminates information and provides services to the aviation community.

Relationship to Objective: Relative to the Objective

Internal Work Activity: SWIM Segment 2B

SWIM Segment 2B

Activity Target 1:
Complete Initial Operational Capability (IOC) for Strong Authentication using digital certificates for internal connections between NAS systems (IAM Phase 2). Due October 31, 2017

Activity Target 2:
Complete Final FIXM Compliant Schema Development for STDDS Flight Data. . Due November 30, 2017

Activity Target 3:
Conduct NAS Common Reference (NCR) Critical Design Review (CDR) . Due February 28, 2018

Activity Target 4:
Complete ESM Phase 2 Initial Operational Capability. Due March 31, 2018

Internal Work Initiative: Terminal Voice Switch Replacement (TVSR) II (CIP#:C05.02-00)

Terminal Voice Switch Replacement (TVSR) II -The TVSR program manages NAS voice communications systems in the terminal environment through system replacements and continued sustainment efforts. These activities allow continuous availability of the following NAS services: air-to ground communications between controllers and aircraft, ground-to-ground communications between controllers, and emergency back-up communications. The TVSR program has been in place for more than 25 years. TVSR has historically undertaken deployments and sustainment efforts as required to keep the terminal switches operational. TVSR I started in FY89, and TVSR II started in FY95.

Voice switches managed by the TVSR program include RDVS I, RDVS II, RDVS IIA, ETVS, STVS, and IVSR. RDVS, ETVS, and STVS were deployed in the 1990's and early to mid- 2000's. IVSR began deploying in 2005 and the IVSR contract with Frequentis, USA is now the only voice switch procurement vehicle available. The TVSR program office also manages Voice Switch By-Pass (VSBP) efforts; VSBP provides backup capabilities at terminal facilities.

Relationship to Objective: Relative to the objective

Internal Work Activity: Terminal Voice Switch Replacement (TVSR) II

Terminal Voice Switch Replacement (TVSR) II

Activity Target 1:
Delivery of new Interim Voice Switch Replacement (IVSR) voice switch for one (1) site. Due September 30, 2018

Internal Work Initiative: NAS Voice System (NVS)- (CIP#: G03C.01.01) (CIP#:G03C.01-01)

NAS Voice System - Demonstration & Qualification

Relationship to Objective: Relative to the Objective

Internal Work Activity: NAS Voice System - Demonstration & Qualification

NAS Voice System - Demonstration & Qualification

Activity Target 1:
Fix 75% (172 total) of the P1/P2 software defects. Due June 30, 2018

Internal Work Initiative: Data Communications Segment 1 Phase 1 Tower Services (CIP#:G01C.01-05)

Series of projects identified by as high priority for the immediate realization of NextGen benefits

Relationship to Objective: Internal Work

Internal Work Activity: Data Communications S1 P1: Deploy Data Communications Network Service (DCNS)

Data Communications S1 P1: Deploy DCNS

Activity Target 1:
Deploy Full Redundant Data Communications Network Service (DCNS) Service to five (5) additional towers. Due September 30, 2018

Internal Work Initiative: Data Communications Segment 1 Phase 2: (CIP# G01C.01-06) (CIP#:G01C.01-06)

Successfully complete ERAM Contractor (CRV) testing at the Tech Center.

Relationship to Objective: Supports the Objective

Internal Work Activity: Data Communications S1 P2- Initial En Route Services

Successfully complete ERAM Contractor 9 (CRV) testing at the Tech Center.

Activity Target 1:
Transition Data Communications to National Single Data Authority (NSDA) nationwide. Due March 31, 2018

Activity Target 2:
Complete Development Test and Evaluation. Due June 30, 2018

Internal Work Initiative: Common Support Services Weather (Css-Wx) Work Package 1 (CIP#:G05C.01-06)

Common Support Services - Weather (CSS-Wx) program will be the FAA's first instance of a common support services capability. CSS-Wx will establish an aviation weather publishing capability for the NAS. It will enable universal access and the standardization of weather information for dissemination to users by System Wide Information Management (SWIM), a data management and sharing system the FAA is implementing for the NextGen. CSS-Wx will filter weather information by location and time. Consumers of the information published by CSS-Wx will include air traffic controllers, traffic managers, commercial aviation, general aviation, and the flying public. CSS-NextGen's also makes weather information available for integration into NextGen's enhanced decision support tools. CSS-Wx will be the FAA's single provider of aviation weather data, consolidating several legacy weather information systems. CSSWx will also be scalable to facilitate the addition of new users and new systems. The CSS-Wx System will make improved weather products provided by the NextGen Weather Processor (NWP), the National Oceanic and Atmospheric Administration's (NOAA) NextGen Web Services, and other weather sources, available to FAA and NAS users for input into collaborative decision-making.

Relationship to Objective: The Initiative supports the Objective.

Internal Work Activity: NextGen Collaborative ATM (CATM) SWIM Css-Wx (CIP#: G05C.01-06)

The System Wide Information Management (SWIM) Program is an Information Technology (IT) infrastructure program that operates in the background to provide data to authorized users to facilitate collaboration across NAS domains. SWIM will provide the Service Oriented Architecture (SOA) Governance and Enterprise Infrastructure needed to meet NextGen's information management and data sharing needs.

Activity Target 1:
Conduct Common Support Services Weather (CSS-Wx) Factory Acceptance Testing (FAT). Due March 31, 2018

Activity Target 2:
Initiate Common Support Services Weather (CSS-Wx) Initial Key Site installation at the central site. Due September 30, 2018

Internal Work Initiative: Next Generation Weather Processor (NWP) (CIP#: G04W.03-02) (CIP#:G04W.03-02)

NextGen Weather Processor (NWP) program will establish a common weather processing platform that will functionally replace the legacy FAA weather processor systems and host new capabilities. As input, NWP uses information such as FAA and National Oceanic and Atmospheric Administration (NOAA) radar and sensors and NOAA forecast models. NWP uses sophisticated algorithms to create aviation-specific current and predicted weather. NWP creates value-added weather information for publishing via Common Support Services Weather (CSS-Wx). It will perform weather translation, which will enable the use of weather information by automated decision-support tools (DSTs). NWP will also provide aviation safety related windshear, microburst, gust fronts, storm motion, and wind speed products. Altogether, these features will aid in reducing the rising operations and maintenance costs by consolidating the functionality of the following systems: (1) Corridor Integrated Weather System (CIWS), (2) Weather and Radar Processor (WARP) and (3) Integrated Terminal Weather System (ITWS).

Relationship to Objective: This Initiative Supports the Objective

Internal Work Activity: Weather Forecast Improvements

Completion of software development builds and conduct subsequent review.

Activity Target 1:
Complete Software Build Review for Build 3. Due February 28, 2018

Activity Target 2:
Complete NextGen Weather Processor (NWP) Functional Qualification Testing (FQT) Build 3. Due May 30, 2018

Activity Target 3:
Complete Software Build Review for Build 4. Due September 30, 2018

Internal Work Initiative: Instrument Flight Procedures Automation (IFPA) (CIP#: A14.02-02)

The Instrument Flight Procedures Automation (IFPA) program develops instrument flight procedures that provide pilots with approach and departure paths into and out of airports that are clear of obstacles such as cell towers, buildings, and trees. The Aeronautical Information Services (AIS, AJV-5) organization within the Air Traffic Organization's (ATO) Mission Support Services (AJV), provides support services to Air Traffic Advisory, Airspace Management, Infrastructure Management, Navigation, and Separation Assurance Services to ensure standard development, evaluation, and certification of airspace systems, procedures, and equipment for customers worldwide. The IFPA program focuses on the acceptance, coordination, design, development, flight inspection, charting and publication of Instrument Flight Procedures (IFPs).

Internal Work Activity: IFPA Tech Refresh Segment 1

The CDR demonstrates that the maturity of the APWS design is appropriate to support proceeding with full scale development, integration, and test. It is complete when the IFPA Program Office determines that action items resulting from the review are sufficiently completed.

Activity Target 1:
Complete the Aeronautical Information System (AIS) Production Workflow System (APWS) Critical Design Review. Due November 30, 2017

Activity Target 2:
Complete the First Iteration Development Test for

Aeronautical Information System (AIS) Production Workflow System (APWS) . Due July 31, 2018

Activity Target 3:
Complete the First Iteration Functional Integration Testing. Due September 30, 2018

Internal Work Objective: Strategic Flow Management Engineering Enhancements (CIP#: G05A.01-02)

Strategic Flow Management Engineering Enhancements supports (SFMEE) to incorporate individual projects into a work package, and these individual projects are supported by other funding programs and perform concept engineering to mitigate TFM shortfalls. SFMEE supports the development of products and artifacts for the work package to meet requirements of an acquisition management system (AMS) investment.

Internal Work Initiative: Support Strategic Flow Management Engineering Enhancements (CIP#: G05A.01-02)

SFMEE supports the Collaborative Air Traffic Management Technologies (CATMT) Work Package 5 (WP5) that consists of six capabilities by integrating the capabilities and developing artifacts for the AMS investment for the WP5 through IARD. These six capabilities of CATMT WP5 are: •Advanced Flight-Specific Trajectories (AFST) •Enhanced Sector Alert Metric •Single Source for Issued Traffic Management Initiatives (TMI) •Integrate User Interface Components •Miles in Trail (MIT) Decision Support •Enhanced NAS Impact Modeling

Internal Work Activity: Increase air traffic management capabilities and improve flexibility.

SFMEE incorporates the six (6) capabilities listed above into a single work package named CATMT WP5, and develops the required AMS artifacts. The services and functions of these six capabilities are described below. AFST provides automated capabilities and tools for traffic managers to generate and implement trajectory revisions to reduce the impacts of constraints in En Route, including severe weather, sector congestion, Special Activity Airspace (SAA) and NAS equipment outage. Additionally, AFST takes into account flight operators' preference to better meet their business needs. Furthermore, AFST generates reroutes to continue time-based metering with weather. Enhanced Sector Alert Metric provides an alternative sector alerting mechanism based on patterns of minute-by-minute traffic demand, rather than a single peak minute. Single Source for Issued Traffic Management Initiatives (TMI) provides a single source to access information pertaining to all TMIs issued in the NAS as well as a means to see all the TMIs affecting a selected flight or set of flights. Integrate User Interface Components reduces the need to access multiple systems and data sources by consolidating existing traffic management functions and displays into a unified user interface. Miles in Trail (MIT) Decision Support provides a MIT decision support tool that suggests passback MITs that would be needed to meet a specified downstream MIT in an operationally acceptable way; a MIT monitoring capability for issued MIT restrictions; abilities to view MIT model results while reviewing a proposed MIT in National Traffic Management Log (NTML). Enhanced NAS Impact Modeling provides usability enhancements to the existing Reroute Impact Assessment (RRIA) tool; provides extensions to the existing RRIA capability to provide NAS impact modeling for other types of TMIs (Collaborative Trajectory Options Program (CTOP), Ground Delay Program (GDP), Airspace Flow Program (AFP), Ground Stop (GS), MIT independent of reroute, altitude restriction) and user-defined combinations of reroutes, MITs, and altitude restrictions. SFMEE will integrate the six capabilities and perform development of the required AMS artifacts for CATMT WP5 to achieve IARD.

Activity Target 1:
Develop Solution Concept of Operations (ConOps) for CATMT WP5. Due April 30, 2018

Activity Target 2:
Develop Preliminary Program Requirements for CATMT WP5. Due August 31, 2018

Internal Work Objective: NAVLEAN: Obstacles Authoritative Source (OAS)

The Obstacles Authoritative Source (OAS) was deployed in June 2017. Airports (AAS) and NAVAIDs (NAVAS) Authoritative Sources are to be deployed by December 15, 2017. Working closely with AJV-5 and AIT we will begin integration testing September 18 and this will last through October 20. User Acceptance Testing (UAT) will start on October 23 and may last until December 8 with deployment by December 15, 2017. Using lessons learned from OAS, we will institute daily updates during integration and UAT and regular PTR discussions.

Internal Work Initiative: NAVLean

Working closely with AJV-5 and AIT we will begin integration testing September 18 and this will last through October 20. User Acceptance Testing (UAT) will start on October 23 and may last until December 8 with deployment by December 15, 2017. Using lessons learned from OAS, we will institute daily updates during integration and UAT and regular PTR discussions.

Internal Work Activity: Navlean: Obstacles Authoritative Source-Integration testing, User Acceptance Testing, Deployment

The Obstacles Authoritative Source (OAS) was deployed in June 2017. Airports (AAS) and NAVAIDs (NAVAS) Authoritative Sources are to be deployed by December 15, 2017. Working closely with AJV-5 and AIT we will begin integration testing September 18 and this will last through October 20. User Acceptance Testing (UAT) will start on October 23 and may last until December 8 with deployment by December 15, 2017. Using lessons learned from OAS, we will institute daily updates during integration and UAT and regular PTR discussions.

Activity Target 1:
Validate all AJV-5 requirements for AIRNAV and NASR integration with AAS/NAVAIDs Authoritative Sources (NAVAS). Due November 30, 2017

Activity Target 2:
Coordinate and complete User Acceptance Testing (UAT) for operational deployment of AAS/NAVAIDs Authoritative Sources (NAVAS). Due December 30, 2017

Activity Target 3:
Complete activities to ensure AAS/NAVAIDs Authoritative Sources (NAVAS) is available for AJV-5 course training. Due December 30, 2017

Internal Work Objective: Airspace and Regulations

Responsible for formulating regulatory policy related to the National Airspace System. Lead the efforts for determining the compliance to various Federal Regulations of an OE/AAA petition received by the FAA Administrator for obstacles that may impact navigable airspace. The group develops rules, policy, and standards for the safe and efficient use of the navigable airspace; reviews and analyzes the potential effect of proposed changes in airspace allocation; and recommends national policy for establishing Special Use Airspace.

Internal Work Initiative: Integrate UAS into the NAS for ATO

Support continued ATO UAS integration efforts with development of UAS-related policies, processes, documents and procedures

Internal Work Activity: UAS Concept Validation and Requirements Development

Continue to support the development, maturation, and validation of UAS concepts and requirements, in collaboration with other FAA and non-FAA stakeholders, to inform the AMS Concept and Requirements Definition (CRD) stage, and support Investment Analysis Readiness Decision (IARD) activities.

Activity Target 1:
Provide Subject Matter Expertise for NextGen's efforts to further define concepts and define requirements related to integrating UAS into the NAS. Due September 30, 2018

Activity Target 2:
Support Human-in-the-Loop (HITL) studies with Air Traffic Control (ATC) subject matter experts (SMEs) and/or certified professional controllers (CPCs) to determine contingency information and display requirements for ATC automation systems. Due August 31, 2018

Activity Target 3:
Conduct Human-in-the-Loop (HITL) studies with Air Traffic Control (ATC) subject matter experts (SMEs) and/or certified professional controllers (CPCs) to determine Detect and Avoid information and display requirements for ATC automation systems. Due August 31, 2018

Activity Target 4:
Establish procedures, protocols and system requirements for automation tools enabling ATC delegation of separation to UAS equipped with Detect and Avoid (DAA) equipment. Due September 30, 2018

Activity Target 5:
Confirm concepts and validate requirements for pilot-controller voice communications using the NAS Voice System. Due September 30, 2018

Activity Target 6:
Confirm concepts and validate functional requirements for ATC service delivery to UAS

through pilot-controller data communications. Due September 30, 2018

Internal Work Objective: Low Altitude Authorization and Notification Capability (LAANC)

ATO Measure: Expand Low Altitude Authorization and Notification Capability (LAANC) to enable Part 107 authorizations at 80% of the FAA Facilities and Surface Area E airports that have Unmanned Aircraft Systems (UAS) facility maps.

Internal Work Initiative: Low Altitude Authorization and Notification Capability (LAANC)

ATO Measure: Expand Low Altitude Authorization and Notification Capability (LAANC) to enable Part 107 authorizations at 80% of the FAA Facilities and Surface Area E airports that have Unmanned Aircraft Systems (UAS) facility maps.

Internal Work Activity: Low Altitude Authorization and Notification Capability (LAANC)

Low Altitude Authorization and Notification Capability (LAANC)

Activity Target 1:
Commence an Initial Prototype Evaluation of Low Altitude Authorization and Notification Capability (LAANC) at an FAA Air Traffic Control facility. Due December 31, 2017

Activity Target 2:
Commence an Initial Beta Evaluation of Low Altitude Authorization and Notification Capability (LAANC) at two FAA Air Traffic Control facilities. Due June 30, 2018

Internal Work Activity: Low Altitude Authorization and Notification Capability (LAANC) (18C.222B)

Low Altitude Authorization and Notification Capability (LAANC) (18C.222B)

Activity Target 1:
Implement LAANC prototype at key site(s) in accordance with the UAS Integration sub workgroup document. Due December 31, 2017

Activity Target 2:
Complete UAS Facility Maps for 80% of the FAA Facilities and Surface Area E airports (that require UAS facility maps) Due February 28, 2018

Internal Work Objective: Promote Regulatory Harmonization and Partnerships to Ensure a Seamless Transfer of Technology

The FAA will advance regulatory interoperability and partnerships with foreign authorities and organizations to ensure a seamless transfer of U.S. aerospace products, services, and approvals.

Internal Work Initiative: Improve Efficiency of Global Air Transportation Services (ATS)

Improve the efficiency of global ATS by managing air transportation across international boundaries in a manner that is operationally efficient and seamless, with fully harmonized procedures and technologies using the best practices of the industry.

Internal Work Activity: Support ICAO ATM Security

Meet 95% or greater of API's efforts to support ICAO regarding ICAO's global air traffic management security, civil/military cooperation, crisis response/emergency operations, and other areas as needed.

Activity Target 1:
ATO will provide subject matter expertise support to API's Interagency Group on International Aviation (IGIA) requests. AJR-2 will provide official response on IGIA requests, through API IGIA Office, for ATM or aviation security and civil/military requests. Due September 30, 2018

Activity Target 2:
Participate in, and support appropriate ICAO, CANSO and regional forums (including the ICAO Aviation Security [AVSEC] Panel), to strengthen operational ATM security capabilities. Provide leadership and insight to project FAA support for operational air traffic management (ATM) security, and civil/military cooperation. In addition, participate in forums that enable harmonization of operational ATM security issues for FAA NEXTGEN systems with systems of other ANSPs. Provide status/compliance report to Director, AJR-2 monthly Due September 30, 2018

Internal Work Objective: Integrate UAS into the NAS

Safely and efficiently integrate new types of operations, such as commercial space and unmanned aircraft, into the NAS and enable the benefits these operations will provide.

Internal Work Initiative: UAS Outreach/ Communications - ATO

Working with the public, UAS stakeholders, and airspace users

Internal Work Activity: AJR-2 UAS Outreach/Communications

Working with the public, UAS stakeholders, and airspace users to identify and develop implementation strategies to facilitate the integration of security and emergency operations related UAS operations into the NAS.

Activity Target 1:
Collaborate with other security and emergency operations organizations within the U.S. and internationally to develop procedures for expedited authorizations of security and emergency operations, UAS activities, and national aviation systems. Due September 30, 2018

Activity Target 2:
Provide support to classified operations of UAS. Due September 30, 2018

Internal Work Initiative: UAS Research & Development - ATO

Solutions to unresolved or potential issues associated with airspace integration.

Internal Work Activity: AJR UAS Research & Development

Collaborate with FAA/UAS stakeholder offices to identify and resolve issues related with security constraints regarding UAS and access to the NAS as it relates to security and crisis response.

Activity Target 1:
Develop strategies to integrate security criteria into Low Altitude Authorization and Notification Capability (LAANC) and other UAS authorization automation. Due September 30, 2018

Internal Work Initiative: UAS Policies/ Procedures - ATO

Procedures that must be developed to enable the airspace integration goals.

Internal Work Activity: AJR UAS Policies/ Procedures

Develop requirements to establish iCAMMS initial capability procedures.

Activity Target 1:
Develop iCAMMS capability. Due September 30, 2018

Activity Target 2:
Evaluate techniques to mitigate errant or hostile UAS. Due September 30, 2018

Internal Work Initiative: UAS Systems - ATO

Any infrastructure development or modifications to enable safe operations

Internal Work Activity: AJR UAS Systems

Any infrastructure development or modifications to enable safe operations

Activity Target 1:
Collaborate with other security and emergency operations organizations within the U.S. and internationally. (automation support) Due September 30, 2018

Activity Target 2:
Develop provisional iCAMMS capability. Due September 30, 2018

Enhance Global Leadership

Global Leadership aims to improve safety, air traffic efficiency, and environmental sustainability across the globe through an integrated, data-driven approach that shapes global standards, enhances collaboration and harmonization, and better targets ATO resources and efforts. Increased focus, leadership and engagement in the global community have never been more critical, yet we are in a prolonged period of considerable budget uncertainty and limited resources. The Global Leadership Initiative is working to adapt the FAA's international approach to meet these challenges.

The FAA International Strategy was issued in June 2017 provides a multi-year approach for coordinating and executing FAA's international activities and engagement. It describes how the FAA is adapting its international efforts to address global challenges and achieve U.S. aviation objectives. The intent of this strategy

and associated regional priorities is to help coordinate direction with FAA's international engagement that is outside of the FAA's regulatory oversight responsibilities. The strategic focus areas and goals are:

• Ensure safety and security of US lives.
• Ensure efficient global Air Traffic Service to support US Economy.
• Ensure aviation growth while reducing environmental impacts.
• Promote regulatory harmonization and partnerships to ensure a seamless transfer of technology.

The ATO is a member of International Steering Committee (ISC) and International Advisory Board (IAB), which manage an integrated cross-Agency approach to FAA global engagement.

The ATO participates with the International Civil Aviation Organization (ICAO) and groups various regions of the world. The ATO provides direct technical support and strategic guidance to support daily requirements of other Air Navigation Service Providers (ANSPs).

The ATO provides global leadership for the aviation community on radio spectrum related issues, through active participation in world standards organizations. These organizations are those that establish global standards and recommended practices for aviation systems, and those which establishes global regulations for access to the radio frequency spectrum by all nations, for all spectrum related systems, including those providing aviation communication, navigation and surveillance. These fora address a wide variety of international spectrum issues, including policy, technical procedures, and criteria for the use, sharing, electromagnetic compatibility protection, management, and allocation of the radio frequency spectrum. Establishment of frequency coordination procedures with other member nations is another important aspect of the international spectrum management process dealt with by these fora.

Internal Work Objective: Spectrum Global Leadership

Provide global leadership for the aviation community on radio spectrum related issues, through active participation in world standards organizations. These organizations are those that establish global standards and recommended practices for aviation systems, and those which establishes global regulations for access to the radio frequency spectrum by all nations, for all spectrum related systems, including those providing aviation communication, navigation and surveillance. These fora address a wide variety of international spectrum issues, including policy, technical procedures, and criteria for the use, sharing, electromagnetic compatibility protection, management, and allocation of the radio frequency spectrum. Establishment of frequency coordination procedures with other member nations is another important aspect of the international spectrum management process dealt with by these fora.

Internal Work Initiative: Develop Civil Aviation Spectrum Standards

Provide necessary radio frequency protection criteria for FAA/aviation systems, worldwide from non-aviation systems. Standards deal with use of the radio frequency spectrum for surveillance, navigation and communications.

Internal Work Activity: Develop Civil Aviation Standards

Develop Civil Aviation Spectrum Standards that support communication, navigation and surveillance for future high density scenarios. Spectrum used for aviation is under increasing scrutiny by regulators. Aviation spectrum is highly desirable for other non-aviation systems, such as cellular and wireless broadband. ICAO is in the forefront to develop spectrum efficient systems.

Activity Target 1:
Support the initial Radio Technical Commission for Aeronautics (RTCA) Special Committee 228 (RTCA SC-228) Minimum Aviation System Performance Standards (MASPS) for Unmanned Aircraft Systems development. Work towards completion in late 2018. Due September 30, 2018

Activity Target 2:
Develop and present inputs to the RTCA Combined Surveillance Committee and ICAO Surveillance Panel to enable changes to surveillance standards that reduce spectrum congestion and provide for new surveillance applications, while preserving the integrity of existing applications. Due September 30, 2018

Internal Work Initiative: Protect Civil Aviation Spectrum

The US, and in particular the FAA, will lead the way to develop the 5 GHz spectrum for UAS. Spectrum Engineering Service will be a leader in development of the spectrum use plan which will provide UAS with communications adequate to support safety communications. RTCA is the vehicle for development of the necessary standards and protection criteria.

Internal Work Activity: Protect Civil Aviation Spectrum

The US, and in particular the FAA, will lead the way to develop the 5 GHz spectrum for UAS. Spectrum Engineering Service will be a leader in development of the spectrum use plan which will provide UAS with communications adequate to support safety communications. RTCA is the vehicle for development of the necessary standards and protection criteria.

Activity Target 1:
Based on the results of the International Civil Aviation Organization's (ICAO) studies that indicate the approach planned for the Global Aeronautical Distress and Safety System (GADSS), develop and coordinate a United States (US) proposal for the 2019 World Radio communication Conference that supports US and ICAO GADSS requirements. Due September 30, 2018

Internal Work Initiative: Secure Spectrum allocations necessary for NAS Operations

Secure spectrum allocations necessary for NAS Operations. The Final Acts of WRC 15 will only be the first step in developing the regularity basis for both UAS and GFT. The Spectrum Engineering Service will be in a leadership role to develop the ITU-R basis for WRC-19 proposals as well as promotion of those proposals world wide.

Internal Work Activity: Secure Spectrum allocations necessary for NAS Operations

Secure spectrum allocations necessary for NAS Operations. The Final Acts of WRC 15 will only be the first step in developing the regularity basis for both UAS and GFT. The Spectrum Engineering Service will be in a leadership role to develop the ITU-R basis for WRC-19 proposals as well as promotion of those proposals world wide.

Activity Target 1:
Develop and present inputs to the ICAO Surveillance Panel, reporting the status of ITU-R studies and World Radio communication Conference-19 (WRC-19) Agenda Items that are relevant to the ICAO Surveillance Panel. Due September 30, 2018

Internal Work Objective: Ensure Efficient Global ATS to Support U.S. Economy

The FAA will proactively manage air transportation across international boundaries in a manner that is operationally efficient and seamless, with fully harmonized procedures and technologies utilizing the best practices of the industry.

Internal Work Initiative: Europe

Ensure harmonization of standards and implementation of NextGen modernization under Memorandum of Cooperation and associated attachments with European Commission - Lead Coordination Committee activities under the revised agreement.

Internal Work Activity: Europe

Activity Description: Deliver changes to existing Memorandum of Cooperation and associated attachments to include provisions for the new Single European Sky Advanced Research (SESAR) Deployment Manager.

Activity Target 1:
Develop and agree to governance document between the ATO and the SESAR Deployment Manager. Due September 30, 2018

Activity Target 2:
Update and agree to changes to the governance document between the ATO and the SESAR Joint Undertaking. Due September 30, 2018

Activity Target 3:
Lead the development of the State of Harmonization document due to the Executive Committee in draft by the end of calendar year 2018. Due September 30, 2018

Internal Work Initiative: Asia/Pacific

Northeast Asia and ASEAN

Internal Work Activity: Asia/Pacific

Continue to exercise regional leadership, including partnering with other regional organizations such as ICAO, IATA, CANSO, and air navigation service providers (ANSPs). Ensure that ATO activities in the region support the FAA's international strategy.

Activity Target 1:
Conduct a cyber security workshop/tabletop exercise with a regional partner ANSP. Due September 30, 2018

Activity Target 2:
Host a regional performance measurement workshop/seminar. Due September 30, 2018

Activity Target 3:
Ensure initial implementation of a regional proof-of-concept for ICAO's Common Regional Virtual Private Network (CRV). Due September 30, 2018

Internal Work Initiative: Support the International Civil Aviation Organization (ICAO)

Support ICAO work efforts in the Air Navigation Bureau that meet FAA objectives for improving the efficiency of global aviation.

Internal Work Activity: Support ICAO

Provide support to ICAO North Atlantic/ Economic, Financial and Forecast Group (NAT/EFFG) semi-annually.

Activity Target 1:
Update and finalize North Atlantic Traffic and Fleet Forecast. Due June 30, 2018

Activity Target 2:
Provide support to ICAO NAT/EFFG semi-annually by modeling and analyzing international operational and economic data to quantify the impact of aviation on the regional economy and operations. Deliver findings through at least two presentations to ICAO. Due September 30, 2018

Internal Work Initiative: Joint work with European Commission

The FAA and the European Commission have established a Memorandum of Cooperation (MOC) for jointly developing and promoting harmonized performance measures that may be used globally by ICAO. This work is performed under Annex 2 of this MOC.

Internal Work Activity: Serve as FAA lead for work items under Annex 2 of the MOC with the European Commission

Work items under the Annex 2 Performance Analysis Review Commission develop common measures and produce benefit assessments for surface, traffic flow and arrival management. Performance trade-offs associated with demand management are assessed under this MOC. Joint capacity and performance analysis promote efficient ATM by leveraging the performance capabilities of Europe and the US.

Activity Target 1:
Produce joint operational performance report. Due September 30, 2018

Internal Work Initiative: COLLABORATIVE DECISION MAKING GROUP

Supports a customer-focused, safe, efficient, and affordable air transportation system that is environmentally responsible. Supports global understanding and acceptance of the FAA mission, operations, and Air Traffic Organization modernization efforts. Promotes global, regional, and cross-border acceptance of U.S. Air Traffic Management technology, procedures and processes. Provides joint government/industry initiative aimed at improving air traffic management through increased information exchange among the various parties in the aviation community. Oversees the Collaborative Decision Making program made up of representatives from government, general aviation, airlines, private industry and academia who are working together to create technological and procedural solutions to traffic flow problems that face the National Airspace System.

Internal Work Activity: Provide Global Leadership in Air Traffic Flow Management and Collaborative Decision Making (CDM) Process

Ensure airport and airspace capacity are more efficient, predictable, cost-effective, environmentally sound, and matched to customer needs by providing leadership to Air Traffic Flow Management and the Collaborative Decision Making (CDM) processes. Develop tools, guidance and procedures that match system capacity, efficiency and predictability to user demands while improving safety and increasing the capacity of the nation's aviation system.

Activity Target 1:
Conduct annual Collaborative Decision Making (CDM) General Session to ensure CDM guidance and procedures are aligned with agency goals and customer needs. Continue to promote the objectives of the CDM Steering Group (CSG) through effective monthly meetings with aviation business partners to promote safe and effective traffic management policies. Continue to evolve the National Customer Forum (NCF) meetings on a monthly basis for the sharing of vital information and concerns with our aviation business partners. Conduct an annual NAS Performance Review (NPR) with stakeholders and facilities to ensure CDM guidance and procedures are aligned with agency goals and customer needs. Due September 30, 2018

Activity Target 2:
Conduct facility visits to/from international

organizations to enhance the effectiveness of the national and global aviation systems and ensure global interoperability of NextGen. Due September 30, 2018

Internal Work Activity: Global Collaborative Decision Making

Provide leadership to the Global Collaborative Decision Making process. Supports a customer-focused, safe, efficient, and affordable air transportation system that is environmentally responsible. Supports global understanding and acceptance of the FAA mission, operations, and Air Traffic Organization modernization efforts. Promotes global, regional, and cross-border acceptance of U.S. Air Traffic Management technology, procedures and processes. Provides joint government/industry initiative aimed at improving air traffic management through increased information exchange among the various parties in the aviation community. Oversees the Collaborative Decision Making program made up of representatives from government, general aviation, airlines, private industry and academia who are working together to create technological and procedural solutions to traffic flow problems that face the National Airspace System.

Activity Target 1:
Promote and expand collaborative information sharing by participating in Global Collaborative Decision Making (CDM) and International Air Traffic Flow Management (ATFM) discussion forums and exchange programs with other Air Navigation Service Providers (ANSPs), while promoting acceptance of U.S. ATFM technology, procedures and processes. Promote international efforts such as China ATFM and International Civil Aviation Organization (ICAO) involvement. Due September 30, 2018

Activity Target 2:
Support the development of flight data exchange agreements between the FAA and other Air Navigation Service Providers (ANSP) through bilateral meetings as requested. Due September 30, 2018

Internal Work Activity: Provide Leadership to Collaborative Decision Making

Ensure airport and airspace capacity are more efficient, predictable, cost-effective and matched to customer needs by providing leadership to Collaborative Decision Making (CDM) processes. Develop tools, guidance and procedures that match system capacity, efficiency and predictability to user demands while improving access to, and increasing the capacity of the nation's aviation system.

Activity Target 1:
Facilitate provision of operational expertise for Air Traffic Flow Management (ATFM) software development, testing (i.e., Human in the Loop, End to End), Operational Testing & Evaluation (OT&E) simulation and Key Site Acceptance Test (KSAT) through the CDM Steering Group (CSG) process. Due September 30, 2018

Activity Target 2:
Conduct Collaborative Decision Making (CDM) sub-team meetings to ensure CDM projects provide efficient, predictable and cost-effective improvements to the NAS. Due September 30, 2018

Empower and Innovate with the FAA's People

The Workforce of the Future Strategic Initiative prepares ATO's current and future workforce by identifying, recruiting, and training a workforce with the leadership, technical and functional skills necessary to ensure the U.S. has the world's safest and most productive aviation sector.

The ATO prepares its human capital for the future, by identifying, recruiting, and training a workforce with the leadership, technical, and functional skills to ensure the U.S. has the world's safest and most productive aviation sector. ATO implements strategies and activities to ensure an engaged, productive workforce.

The ATO provides integrated talent management support for the ATO that addresses critical talent issues for the services units, to include: training strategies, leadership program deliveries, career planning services, succession planning and low/no-cost development opportunities. Providing the right skills to the right people at the right time to meet the ATO's future needs.

ATO ensures it has the staffing and skill mix to successfully manage NextGen and other major acquisitions by implementing the FAA's Acquisition Workforce Strategy and training, developing and certifying personnel in key acquisition professions. ATO also shape, develops and sustains a professional and agile Safety and Technical Training workforce for current, emerging, and future needs.

In addition, the ATO continues an Environment and Occupational Safety and Health (EOSH) program that ensures the health and safety of all FAA employees by providing compliance with Federal, State, and local regulations and bargaining unit agreements. Through the

development and completion of policy guidance, technical assistance, employee training, job hazard assessments, compliance monitoring, and corrective actions.

Internal Work Objective: Workplace of Choice

The FAA is rated in the top 25 percent of places to work in the federal government by employees.

Internal Work Initiative: ATO Strategic Planning

Leads the process for strategic and business planning and integration of the ATO Business Plan with the FAA Strategic Plan. Facilitates the ATO service units' use of goals and performance measures. Coordinates Capital Investment Plan submission to Congress.

Internal Work Activity: ATO Business Planning

Leads the process for strategic and business planning and integration of the ATO Business Plan with the FAA. Facilitates the ATO service units' use of goals and performance measures.

Activity Target 1:
Coordinate Community metrics, and facilitate ATO Leadership discussion and decisions quarterly throughout FY18. Due September 30, 2018

Activity Target 2:
Coordinate and refine ATO Performance Metrics and facilitate ATO Leadership discussion and decisions. Due September 30, 2018

Activity Target 3:
Prepare ATO status and represent ATO on Agency Performance Metrics at the monthly Performance Committee meetings. Due September 30, 2018

Activity Target 4:
Facilitate preparation of the ATO FY19 Business Plan with the ATO Service Unit Lead Planners. Due September 30, 2018

Internal Work Activity: Capital Investment Plan

Coordinates the FAA 5 Year Capital Investment Plan

Activity Target 1:
Deliver the draft FY19-FY23 abbreviated Five Year Capital Investment Plan to submit to ABP-340 for submission with the FY19 President's budget. Due January 31, 2018

Activity Target 2:
Kickoff FY20-FY24 Five Year Capital Investment Plan. Due July 31, 2018

Activity Target 3:
Deliver the draft FY19-FY23 Overview Five Year Capital Investment Plan to AOA. Due September 30, 2018

Internal Work Activity: ATO Short Term Incentives

Lead ATO coordination of Short Term Incentive (STI) for all service units, including internal items such as STI nominations and executive assignments, as well as external items such as APO line of business planners meetings, cross-agency STI coordination and approval and Corporate STI items. Monitor changes for ATO executives and brief incoming executives on STI assignments and overall process.

Activity Target 1:
Coordinate closeout of the FY17 ATO Short Term Incentives (STIs). Develop the individual executive FY18 STIs, Group STIs and Cross-Agency STIs for the ATO. Due December 31, 2017

Activity Target 2:
Coordinate Short Term Incentive (STI) related change requests with APO and other lines of businesses and keep stakeholders informed on progress. Due September 30, 2018

Activity Target 3:
Track ATO Short Term Incentive (STI) status monthly, including Corporate STIs (CSTIs) Due September 30, 2018

Activity Target 4:
Provide executive Short Term Incentive (STI) and Corporate STI (CSTI) status to ATO Vice President (VP)/Deputy Vice President (DVP) level at least twice a year. Due September 30, 2018

Internal Work Activity: Service Unit Business Plans

FAA business plans are used for documenting efforts towards accomplishing the Agency's major goals, highlighting the Agency's Strategic Initiatives, providing line of sight for Performance Management, and communicating major initiatives and planned accomplishment of interest for the coming fiscal year.

Activity Target 1:
Initiate development FY19 ATO Business Plan for Air Traffic Services (AJT) and Management Services (AJG). Due July 31, 2018

Activity Target 2:
Provide senior level management a monthly status of Air Traffic Services (AJT) and Management Services (AJG) FY18 Business Plan progress. Due September 30, 2018

Internal Work Activity: The Northeast Corridor

Implementation of NextGen and related improvements in the Northeast Corridor.

Activity Target 1:
Provide senior leadership monthly progress status on the Northeast Corridor Initiative. Due January 31, 2018

Activity Target 2:
Facilitate weekly meetings as needed in support of the acceleration of activities related to staffing and training at New York TRACON (N90). Due September 30, 2018

Internal Work Initiative: ATO Policy Oversight Services

Implementation of Policy and Organizations, Performance Management (includes Valuing Performance) and Recognition, Correspondence, Records, and Directives Management, Time & Attendance, VLTP support, Telework Coordinator.

Internal Work Activity: ATO Performance Management and Maintenance

ATO Performance Management and Maintenance

Activity Target 1:
Ensure at least 80% of the ATO Valuing Performance (VP) employees have performance plans entered in the Valuing Performance System (VPS) and 80% of Performance Management System employees have performance plans. Due January 31, 2018

Activity Target 2:
Ensure at least 80% of ATO employees have mid-cycles completed Due July 31, 2018

Activity Target 3:
Establish ATO/AHR Workgroup to examine and present requirements and business case for consolidation of performance management and Valuing Performance System (VPS). Due September 30, 2018

Internal Work Activity: Labor Distribution Reporting Codes

Consolidate and update Labor Distribution Reporting (LDR) Codes

Activity Target 1:
Identify and establish a minimum of twenty codes to be used across Management Services (AJG). Due December 31, 2017

Activity Target 2:
Enhance and administer training to AJG Directorates on entering the correct Labor Distribution Reporting codes into CASTLE system. Due April 30, 2018

Activity Target 3:
Work with ATO Service Units to increase and optimize Labor Distribution Reporting (LDR) compliance rate across the ATO. Due September 30, 2018

Internal Work Activity: Reorganization/Realignment change process across ATO

Standardize and implement reorganization/realignment change process across ATO.

Activity Target 1:
Draft ATO Order to document reorganization and realignment change process Due December 31, 2017

Activity Target 2:
Develop and administer guidance to customers/stakeholders on reorganization and realignment change process across ATO. Due April 30, 2018

Activity Target 3:
Establish organizational chart template for use throughout ATO. Due September 30, 2018

Internal Work Initiative: HQ Administrative Services Group

Classification and Staffing, Personnel Actions, Awards and Recognition Execution, Accountability Board Administrative Support, Conference Support for Employee Associations, Diversity Data Reporting, ATO

Diversity Strategy Implementation Support, PWTD Hiring

Internal Work Activity: Selection Process

Selection Process

Activity Target 1:
Utilize Standardized Selection Program (SPP) process for hires on 50% of ATO Capped Workforce Managerial Positions. Due September 30, 2018

Activity Target 2:
Introduce Behavior Based Interviewee Training Module. Due November 30, 2017

Activity Target 3:
Train 20% of ATO workforce on Behavior Based Interviewee Training. Due September 30, 2018

Internal Work Activity: ATO Capped Workforce Staffing and Hiring Plan

Establish comprehensive staffing and hiring plans for ATO capped workforce for assigned service units.

Activity Target 1:
Develop Template for ATO Staffing and Hiring Plans. Due October 31, 2017

Activity Target 2:
Develop Recruiting and Hiring Strategies for All ATO Service Units. Due September 30, 2018

Activity Target 3:
Begin providing Quarterly updates and consultation. Due September 30, 2018

Internal Work Activity: ATO On-boarding - HQ

ATO On-boarding - HQ

Activity Target 1:
Establish follow-up mechanism for on-boarded employees. Due March 31, 2018

Activity Target 2:
Provide Corporate level reporting providing updates and statuses of on-boarded personnel. Due August 31, 2018

Activity Target 3:
Fully implement ATO Corporate On-boarding Initiative. Due September 30, 2018

Activity Target 4:
Establish AJG Internal On-boarding Process. Due September 30, 2018

Internal Work Activity: Productivity Platform

Productivity Platform

Activity Target 1:
Establish a Job Analysis Tool (JAT) Library. Due August 31, 2018

Activity Target 2:
Facilitate implementation of Productivity Platform. Due September 30, 2018

Internal Work Activity: Diversity and Inclusion Reviews

Diversity and Inclusion Reviews

Activity Target 1:
Establish routine Diversity and Inclusion reviews for all ATO Service Units. Due September 30, 2018

Activity Target 2:
Establish strategic plans for four Service Units to address diversity issues. Due September 30, 2018

Internal Work Initiative: Air Traffic Services Business Analytics

AJT Business Analytics supports Air Traffic Services leadership by conducting analysis and implementation of Business Utilization and Resource Standardization Tools (BURST) and Operational Planning and Scheduling Tool (OPAS), in order to standardize processes.

Internal Work Activity: Air Traffic Services tools and processes

Implementation of processes and tools that provide the Air Traffic Services the required data and analysis to make informed data driven decisions.

Activity Target 1:
Deployment of schedule optimization tool for managers to utilize at the BATS32 +3 facilities Due March 31, 2018

Activity Target 2:
Transition to a web based tool to for the BATS32 +3 facilities to plan, execute and adjust the utilization of their resources thru Labor Distribution (LDR) Coding. Due March 31, 2018

Activity Target 3:
Partner with the Service Center Teams to increase the reach of Business Acumen principals. Due June 30, 2018

Internal Work Objective: Hiring Persons with Targeted Disabilities (PWTD)

Support the objective to build a capable, diverse, and collaborative workforce of highly-skilled, innovative, and motivated employees to increase the hiring of PWTD for eligible positions to 3 percent by 2018.

Internal Work Initiative: Hiring PWTD

The FAA line of businesses and staff offices (LOBs/SOs) will work collaboratively to support the goal to increase the representation of PWTD in the workforce to 3% of all FAA new hires.

Internal Work Activity: ATO Hiring PWTD

In FY 2018, ATO in collaboration with the FAA LOBs/SOs will ensure that at least 3% of all FAA new hires are PWTD by implementing the following strategies to improve the participation rate of PWTD in agency applicant pool.

Activity Target 1:
Sponsor annual PWTD hiring events with ACR, AHR, HQs and Regional Management Teams. Due September 30, 2018

Activity Target 2:
Heads of LOBs/SOs commit to one or more PWTD student interns during the FY 2018 academic year. Due September 30, 2018

Activity Target 3:
Heads of LOBs/SOs ensure one or more HQs and RMT managers proactively support and participate in PWTD hiring events. Due September 30, 2018

Activity Target 4:
Commit resources to establish a PWD/PWTD aviation career education group with representatives and promote aviation career workforce to partner with AVSED activities/initiatives and promote aviation careers among PWD/PWTD applicants. Due September 30, 2018

Internal Work Objective: EEO/Diversity and Inclusion Action Committee (EAC)

The EAC oversees and supports the FAA efforts to create a diverse and inclusive workplace that ensures equal opportunity for all its employees.

Internal Work Initiative: Diverse and Inclusive Workforce

In FY 2018, ACR in collaboration with FAA LOB/SO's will work to ensure a diverse and inclusive workplace. We will ensure that at least 3% of all FAA new hires are Persons with Targeted Disabilities (PWTD). LOB/SO will develop and implement strategies to increase the participation rate of Hispanics and women in the FAA workforce, as compared against the national civilian labor force (CLF). LOB/SO will work to improve workplace behavior by ensuring 70% of management and 20% of employees complete at least one Equal Employment Opportunity (EEO) training course. In support of Alternative Dispute Resolution (ADR) engagement, will ensure that 75% of all managers engage in mediation when requested by employees.

Internal Work Activity: ATO Diverse and Inclusive Workforce

ATO will work to ensure a diverse and inclusive workplace, by ensuring hires of Person's With Targeted Disabilities (PWTD), engagement in support of Alternative Dispute Resolution (ADR), increasing workplace behavior by completing Equal Employment Opportunity (EEO) and Diversity and Inclusion training, and in coordination with the Equal Employment Action Committee (EAC).

Activity Target 1:
Support agency's goal of 3% PWTD hires, by attending bi-monthly EAC with limited delegation. Implement strategies developed in coordination with PWTD Tiger Team to ensure PWTD new hire goal is achieved. Due September 30, 2018

Activity Target 2:
ATO will identify strategies and actions to improve groups with lower than expected participation rates, based on data provided by ACR during the EEOC MD-715 Part G checklist review. Due November 30, 2017

Activity Target 3:
Develop and implement outreach and recruitment strategies to increase the participation rates of Hispanics and women in the ATO workforce, as

compared against the national civilian labor force (CLF). Due September 30, 2018

Activity Target 4:
Ensure 90% of ATO reasonable accommodation requests are processed within 25 business days or less. Due September 30, 2018

Activity Target 5:
Utilizing various learning platforms, monitor the delivery of EEO training to 70% of ATO managers and 20% of ATO employees. Due September 30, 2018

Activity Target 6:
Assist Agency effort with ADR engagement by ensuring that 75% of all ATO managers engage in mediation when requested by employees. Due September 30, 2018

Internal Work Objective: Workforce of the Future Mission Support

Support the FAA in meeting its goals and objectives with a back to basics approach to leverage HR's most valuable resource, PEOPLE.

Internal Work Initiative: Integrated Talent Management

Provide integrated talent management support for the ATO that addresses critical talent issues for the services units, to include: training strategies, leadership program deliveries, career planning services, succession planning and low/no-cost development opportunities. Providing the right skills to the right people at the right time to meet the ATO's future needs.

Internal Work Activity: ATO Air Traffic Services Real-time, Critical and Evolving Issues

Address ATO real-time, critical and evolving issues within Air Traffic Services, in the areas of collective bargaining agreement implementation/ adherence, memorandums of understanding/agreement, national union representatives and subject matter expert's coordination, interest based problem solving, collaboration, grievances and labor relations, and the ability to deliver shared services.

Activity Target 1:
Create an internal mechanism to accurately track Executive Technical Representative (ETR) selections/details, to include: projected/actual start and end dates, Human Resources coordination, Director of Operations coordination activity, and budgetary obligations. Due September 30, 2018

Activity Target 2:
Draft business guidelines to be used by Service Units within the Air Traffic Organization for requesting and managing bargaining unit personnel allocations in support of national representative requests, national workgroups and subject matter expert requests. Due September 30, 2018

Internal Work Activity: Deliver Career Development Services

Deliver career and professional development services and solutions that meet the critical development needs of the ATO, to include: Continuous Leadership Development (CLD) - ATO Virtual Learning (AVL); Career Services Center (CSC); and Operations Supervisor Workshop (OSW). Deliveries of programs/services are based on availability of funds.

Activity Target 1:
Implement national deployment of Continuous Leadership Development (CLD) - ATO Virtual Learning (AVL) online tool. Due December 31, 2017

Activity Target 2:
Develop and deliver a minimum of thirty training events, including webinars and workshops, through the Career Services Center (CSC). Due September 30, 2018

Activity Target 3:
Facilitate a minimum of twenty four Operations Supervisor Workshops (OSW). Due September 30, 2018

Internal Work Activity: Deliver Leadership Development Solutions

Deliver leadership development programs and services that meet the critical development needs of the ATO, to include: Continuous Leadership Development (CLD) - Leaders Teaching Leaders (LTL) and Succeeding in Your First Year Program (SYFY). Deliveries of programs/services are subject to availability of funds.

Activity Target 1:
Deliver Leaders Teaching Leaders (LTL) nationwide. Due April 30, 2018

Activity Target 2:
Develop and deliver a minimum of fourteen

Succeeding in Your First Year (SYFY) workshops. Due September 30, 2018

Internal Work Activity: Deliver Succession and Career Planning Services

Deliver succession and career planning services and solutions that meet the critical development needs of the ATO, to include the Succession Planning Program and the Career Planning Program. Deliveries of programs/services are subject to availability of funds.

Activity Target 1:
Deliver an updated Career Planning Tool (CPT) with position and career path information for sixty ATO positions for use by employees and managers at all levels. Due May 31, 2018

Activity Target 2:
Develop and implement a leadership development program (Year One of the development program) for participants in the talent pool for high-potential aspiring second-level managers across all ATO Service Units. Due August 31, 2018

Internal Work Activity: Deliver Learning and Evaluation Services

Deliver services to support the deployment and continuous improvement of ATO leadership and employee development programs. Deliveries of programs/services are contingent on budget.

Activity Target 1:
Establish a facilitator cadre to support delivery of ATO leadership development programs. Due September 30, 2018

Activity Target 2:
Conduct continuous evaluation reporting for Employee Development programs. Due September 30, 2018

Internal Work Activity: ATO Technical Operations Real-time, Critical and Evolving Issues

Address ATO real-time, critical and evolving issues within Technical Operations, in the areas of collective bargaining agreement implementation/ adherence, memoranda of understanding/agreement, national union representatives and subject matter expert's coordination, interest based problem solving, collaboration, grievances and labor relations, and the ability to deliver shared services.

Activity Target 1:
Establish Executive Technical Representative (ETR) support for AJI, both at headquarters and in the field, in effort to build a consistent labor approach for the VP and their management teams Due September 30, 2018

Activity Target 2:
Facilitate the development of a standard operating procedure for the timely processing of management's responses to all allegations within the scope of the Accountability Board directive. Clarify respective roles and responsibilities between the Accountability Board Office, Administrative Services Group (ASG) and the Executive Technical Representatives (ETRs). Due September 30, 2018

Internal Work Initiative: Empower and Innovate with the FAA's People

The ATO Management Services Customer Service Advocate implements the ATO Customer Service Strategy by addressing customer service goals, identify and leverage internal best practices, and assess our Management Service's customer service performance.

Internal Work Activity: Customer Service Goals of Management Services

Provide executive direction and leadership for achieving the customer service goals of the Management Services organization.

Activity Target 1:
Measure customer experience for Air Traffic Organizations Management Services by conducting the annual Customer Valuation Interviews. Due June 30, 2018

Activity Target 2:
Measure customer experience for Air Traffic Organizations Management Services by conducting the annual Customer Experience Survey. Due September 30, 2018

Internal Work Activity: Internal Best Practices for Customer Experience

Identify and leverage internal best practices from government and industry for customer experience.

Activity Target 1:
Identify customer service improvement activities. Due December 31, 2017

Activity Target 2:
Facilitate targeted customer service improvement activities. Due September 30, 2018

Internal Work Activity: Internal Communication and Branding for Management Services

Facilitate effective internal communication within the Management Services Organization.

Activity Target 1:
Publish at least six editions of the ATO-Minute that feature AJG Programs. Due September 30, 2018

Activity Target 2:
Facilitate monthly AJG Group Manager meetings. Due September 30, 2018

Activity Target 3:
Publish AJG Connection newsletter quarterly. Due September 30, 2018

Activity Target 4:
Facilitate the completion of at least two AJG All-Hands events for the AJG Deputy Vice President (DVP). Due September 30, 2018

Internal Work Initiative: FAA Employee Engagement Index will increase from a 2015 baseline of 63 to 70 for 2018.

ATO Employee Engagement Index target for FY2018 is an increase from a score of 66 to a score of 68.

Internal Work Activity: Increase ATO's Employee Engagement Index in accordance with agency goal for FY2018

ATO Employee Engagement Index target for FY2018 is an increase from a score of 66 to a score of 68.

Activity Target 1:
Summarize and brief FY2017 Fedview Survey results to ATO executives. Due December 31, 2017

Activity Target 2:
Provide leadership for each Service Unit to establish and execute specific strategies to improve ATO Employee Engagement Index (EEI). Due September 30, 2018

Activity Target 3:
Identify strategies and activities to improve ATO Employee Engagement Index (EEI). Due September 30, 2018

Activity Target 4:
Develop trend analysis of AJI's FY17 FedView results and distribute summary to AJI Leadership and Workforce Due November 30, 2017

Activity Target 5:
Establish and initiate plan with specific AJI strategies to improve AJI Employee Engagement based on FY17 FedView results Due December 31, 2017

Activity Target 6:
Execute the planned strategies to improve Employee Engagement and report progress monthly. Due September 30, 2018

Activity Target 7:
Develop specific strategies in AJM to support improvement of the ATO Employee Engagement Index (EEI). Due November 30, 2017

Activity Target 8:
Initiate specific strategies in AJM to enrich ATO Employee Engagement. Due December 31, 2017

Activity Target 9:
Execute the planned strategies to improve Employee Engagement and report on monthly progress. Due September 30, 2018

Activity Target 10:
Establish plan and specific strategies in AJR to promote ATO Employee Engagement Index (EEI). Due November 30, 2017

Activity Target 11:
Initiate specific strategies in AJR to enrich ATO Employee Engagement. Due December 31, 2017

Activity Target 12:
Execute the planned strategies to improve Employee Engagement and report on monthly progress. Due September 30, 2018

Activity Target 13:
Establish plan and specific strategies in AJT to improve ATO Employee Engagement Index (EEI). Due November 30, 2017

Activity Target 14:
Initiate specific strategies in AJT to enrich ATO Employee Engagement. Due December 31, 2017

Activity Target 15:
Execute the planned strategies to improve Employee Engagement and report on a monthly progress. Due September 30, 2018

Activity Target 16:
Establish plan and specific strategies in AJV to improve ATO Employee Engagement Index (EEI). Due November 30, 2017

Activity Target 17:
Initiate specific strategies in AJV to enrich ATO Employee Engagement. Due December 31, 2017

Activity Target 18:
Execute the planned strategies to improve Employee Engagement and report on monthly progress. Due September 30, 2018

Activity Target 19:
Establish plan and specific strategies in AJG to improve ATO Employee Engagement Index (EEI) Due November 30, 2017

Activity Target 20:
Initiate specific strategies in AJG to enrich ATO Employee Engagement. Due December 31, 2017

Activity Target 21:
Execute the planned strategies to improve Employee Engagement and report on AJG monthly progress. Due September 30, 2018

Activity Target 22:
Establish a plan and specific strategies in AJW-3 to enhance ATO Employee Engagement. Due November 30, 2017

Activity Target 23:
Initiate specific strategies in AJW-3 to enrich ATO Employee Engagement. Due December 31, 2017

Activity Target 24:
Implement Employee Engagement Plan by performing service unit and directorate level activities and reporting monthly progress. Due September 30, 2018

Internal Work Activity: Increase ATO's Employee Engagement Index in accordance with agency goal for FY2018

Identify at least two target areas that are lower than the overall government average and establish a plan to address improvement.

Activity Target 1:
Establish plan and specific strategies in AJW to improve ATO Employee Engagement Index (EEI). Due November 30, 2017

Activity Target 2:
Initiate specific strategies in AJW to enrich ATO Employee Engagement. Due December 31, 2017

Activity Target 3:
Execute the planned strategies to improve Employee Engagement and report on a monthly progress. Due September 30, 2018

Internal Work Initiative: ATO Organizational Effectiveness

Working collaboratively with senior leadership and union organizations to design, plan and implement solutions that improve their service delivery, organizational culture and overall performance for the ATO and FAA.

Internal Work Activity: ATO Organizational Effectiveness Strategy Plan

ATO Organizational Effectiveness Strategy Plan

Activity Target 1:
Conduct semi-annual planning and results discussions with ATO senior leadership. Due September 30, 2018

Internal Work Activity: ATO Organizational Development Group Messaging Strategy

Develop and implement a branding and communications strategy to educate our ATO senior leadership and customers on the services offered by the Office of Organizational Effectiveness (OE). Standardize the process to gain qualitative and consistent feedback from customers after completion of OE engagements.

Activity Target 1:
Develop a strategy that enhances the branding and communications of Organizational Effectiveness (OE). Due March 31, 2018

Activity Target 2:
Develop the standardized process to be used by the Office of Organizational Effectiveness (OE) to gain feedback from customers and for analysis of process improvement activities. Due March 31, 2018

Activity Target 3:
Develop a minimum of five Organizational Effectiveness (OE) communication platforms (i.e. brochure, videos, open house, road show, ATO Minute, etc.). Due September 30, 2018

Activity Target 4:
Deploy the branding and communications strategy and at least three OE communication platform offerings. Due September 30, 2018

Activity Target 5:
Deploy the standardized qualitative feedback process and analyze feedback for the office. Integrate qualitative data into quarterly reporting and end-of-year reporting. Due September 30, 2018

Internal Work Activity: Facility Health Projects
Facility Health Projects

Activity Target 1:
Evaluate existing Right-From-The-Start (RFTS) process and present a program review of findings to AJG-C1 Group Manager and the Collaboration Oversight Group (COG). Due September 30, 2018

Activity Target 2:
Evaluate existing Collaboration program and its process and present a program review of findings to AJG-C1 Group Manager and the Collaboration Oversight Group (COG). Due September 30, 2018

Activity Target 3:
Collaborate with AJT, Air Traffic Services (ATS) Educational Development Workgroup on guidance to address the New Facility Managers Onboarding for all new Air Traffic (AT) Facility Managers. Due September 30, 2018

Internal Work Activity: Air Traffic Services (ATS) Field Realignment - Change Management Support
Change Management Support

Activity Target 1:
Provide communication and change management support to the Air Traffic Services (ATS) Field Realignment Initiative. Due September 30, 2018

Internal Work Activity: Organizational Health Gauge (OHG)
Continue to implement actions based on feedback collected in FY17.

Activity Target 1:
Continue to implement actions identified in the Organizational Health Gauge sessions in the four key areas of Communicate Consistently, Work Collaboratively, Model Integrity and Professionalism, Provide Great Customer Service. Due September 30, 2018

Internal Work Initiative: Technical Workforce Planning
ATO Technical Workforce Planning

Internal Work Activity: Staffing Workbook and Models
Continue to enhance and further develop the ATO Staffing Workbook for Air Traffic Services and Technical Operations.

Activity Target 1:
Develop and implement a Change Control Board (CCB) to prioritize enhancement/modifications to processes and/or the Staffing Workbook tool. Due June 30, 2018

Internal Work Activity: Other than Controller Workforce Planning
Other than Controller Workforce Planning

Activity Target 1:
Develop appropriate criteria and begin process of modeling the optimization of Other-than-controller workforce resources in field facilities. Due March 31, 2018

Internal Work Activity: Air Traffic Field Facility Staffing
Air Traffic Field Facility Staffing

Activity Target 1:
Participate/Lead collaborative workgroups that develop criteria and implement processes, which will serve to enhance the optimization of staffing resources across in field facilities, such as: The Collaborative Resource Workgroup (CRWG), National Employee Requests for Reassignment (ERR) Placement Team; National Employee Services Team (NEST). Due September 30, 2018

Activity Target 2:
Administer the Air Traffic Control National Employee Services Team (NEST) Placement process which will serve to enhance the optimization of staffing resources across all Air

Traffic Control (ATC) field facilities. Due September 30, 2018

Activity Target 3:
Administer the Air Traffic Control National Centralized Employee Requests for Reassignment (ERR) Placement Team (NCEPT) Placement process which will serve to enhance the optimization of staffing resources across all Air Traffic Control (ATC) field facilities. Due September 30, 2018

Internal Work Activity: Airway Transportation System Specialist (ATSS) Hiring

ATSS Hiring

Activity Target 1:
Ensure 95% of all Technical Operations System Support Centers (SSCs) are staffed at or above the national staffing standard. Due March 31, 2018

Activity Target 2:
Fill +/- 5% of the FY18 Airway Transportation System Specialist (ATSS) new hire staffing goal of 216. Due September 30, 2018

Internal Work Initiative: Controller Hiring

Controller hiring consistent with Air Traffic Controller Workforce Plan.

Internal Work Activity: Controller Hiring goal for FY2018

Controller Hiring goal for FY2018

Activity Target 1:
Consistent with Air Traffic Controller Workforce Plan, hire at least 1,701 air traffic controllers in FY2018 Due September 30, 2018

Internal Work Initiative: Controller Hiring (Internal Goals under AJG)

Controller Hiring (Internal Goals under AJG)

Internal Work Activity: Air Traffic Controller Specialist (ATCS) field facility on-boarding/staffing

ATCS Field Facility On-boarding/Staffing

Activity Target 1:
Administer the selection and placement of Air Traffic Controller Academy Graduates to assist in meeting the Agency's ATCS hiring goal of 1,701 as outlined in the Controller Workforce Plan. This will consist of returning selections from referral lists according to agreed-upon timelines and placing new hires within the 2018 Fiscal Year. Due September 30, 2018

Activity Target 2:
Administer the selection and placement of Direct to Facility Air Traffic Controller new hires to assist in meeting the Agency's ATCS hiring goal of 1,701 as outlined in the Controller Workforce Plan. This will consist of returning selections from referral lists according to agreed-upon timelines and placing new hires within the 2018 Fiscal Year. Due September 30, 2018

Internal Work Activity: Air Traffic Controller Specialist (ATCS) Academy Student Management

ATCS Academy Student Management

Activity Target 1:
Assist Agency effort to promote Alternative Dispute Resolution (ADR) by agreeing to mediate 75% of all mediation requests as a result of Academy student Equal Employment Opportunity (EEO) complaints. Due September 30, 2018

Internal Work Initiative: Customer Experience and Mission Completion

Identify and leverage internal best practices from government and industry for customer experience and mission completion.

Internal Work Activity: Customer Experience and Mission Completion

Identify and leverage internal best practices from government and industry for customer experience and mission completion.

Activity Target 1:
Follow-up and respond (where response is appropriate) to 95% of Aviation Safety Training Customer Experience Questionnaires. Due September 30, 2018

Activity Target 2:
Successfully complete 90% of all scheduled Aviation Safety Training mission flights at the AFW Facility. Due September 30, 2018

Activity Target 3:
Complete 90% of RDT&E support mission project milestones on time. Due September 30, 2018

Activity Target 4:
Complete 90% of Transportation mission flights as scheduled. Due September 30, 2018

Internal Work Objective: Strategic Alignment and Organizational Savvy

Design, develop and deploy a strategy framework to engage and align the Safety and Technical Training (AJI) workforce with AJI strategic priorities, initiatives and budgets. Enhance organizational savvy and communication while building enduring relationships with internal and external customers, partners, and stakeholders.

Internal Work Initiative: Increase Organizational Savvy

Increase AJI's knowledge through continuous process improvement to produce a more adaptable, flexible, and capable workforce

Internal Work Activity: AJI-0 Quality Management System (QMS) Process Development

Coordinate with AJI Directorates to finalize, document, and publish Core Work Processes and/or Work Instructions (if applicable).

Activity Target 1:
Finalize at least ten (10) Core Processes and/or Work Instructions (if applicable) across AJI. Due July 31, 2018

Activity Target 2:
Complete Internal Audits in accordance with the FY18 Internal Audits schedule. Due July 31, 2018

Internal Work Activity: AJI-1 Quality Management System (QMS) Process Development

Continue to finalize, document, and publish AJI-1 Core Work Processes and/or Work Instructions (if applicable).

Activity Target 1:
Support the finalization of at least ten (10) Core Processes and/or Work Instructions (if applicable) across AJI. Due July 31, 2018

Internal Work Activity: AJI-2 Quality Management System (QMS) Process Development.

Continue to finalize, document, and publish AJI-2 Core Work Processes and/or Work Instructions (if applicable).

Activity Target 1:
Support the finalization of at least ten (10) Core Processes and/or Work Instructions (if applicable) across AJI. Due July 31, 2018

Internal Work Activity: AJI-3 Quality Management System (QMS) Process Development

Continue to finalize, document, and publish AJI-3 Core Work Processes and/or Work Instructions (if applicable).

Activity Target 1:
Support the finalization of at least ten (10) Core Processes and/or Work Instructions (if applicable) across AJI. Due July 31, 2018

Internal Work Activity: Deliver Quality Management System (QMS) Training

Deliver training on Quality Management Training (QMS) related topics.

Activity Target 1:
Deliver Quality Management System (QMS) Basics training to 80% of the AJI workforce. Due July 31, 2018

Activity Target 2:
Monitor to ensure 80% of AJI employees complete the Quality Management System (QMS) Basics training course. Due September 30, 2018

Internal Work Initiative: Safety and Technical Training (AJI) Strategy Program

Establish common strategic framework and develop integrated strategy with shared goals/objectives, measures, and initiatives to improve planning, budgeting, communication and collaboration with Safety and Technical Training (AJI) community.

Internal Work Activity: Develop and deploy Safety and Technical Training (AJI) Strategy and execution framework

Develop Safety and Technical Training (AJI) integrated Strategy Roadmap, establish strategic measures and initiatives, design Strategy execution framework and communication rollout-refresh approach, deploy framework to AJI Directorates for execution and alignment.

Activity Target 1:
Clarify Safety and Technical Training (AJI) vision, strategic objectives and roadmap. Due December 31, 2017

Activity Target 2:
Establish AJI strategic measures and initiatives. Due March 31, 2018

Activity Target 3:
Design AJI Strategy execution framework and communication rollout-refresh approach. Due June 30, 2018

Activity Target 4:
Deploy strategy framework into AJI Directorates for execution and alignment. Due August 31, 2018

Internal Work Activity: Increase Safety and Technical Training (AJI) Brand Recognition

Increase the AJI Brand to advance an employee's sense of purpose, dedication, persistence, effort and commitment to the mission, the organization, and the agency.

Activity Target 1:
Publish Safety and Technical Training (AJI) enterprise brochure and overview briefing to ensure consistent messaging about AJI's mission, products and services. Due December 31, 2017

Activity Target 2:
Publish talking points for AJI-wide use to ensure consistent messaging to the workforce and key stakeholders about the AJI's mission, products, and services. Due December 31, 2017

Internal Work Activity: Drive Stakeholder Relationships

Drive stakeholder relationships through regular program reviews and feedback sessions.

Activity Target 1:
Establish regular cadence for management reviews and stakeholder feedback sessions with the Standardization Group and ATO Management Services offices beginning Q1 (i.e., Employee Development, Administrative Services, Materials Management, and Performance Management). Due August 31, 2018

Activity Target 2:
Establish regular cadence for management reviews AJI Executives beginning Q2 to discuss progress meeting key business metrics (human capital, budget, contracts, processes, key initiatives, risk management). Due August 31, 2018

Internal Work Initiative: Orientation and Acculturation

Cultivate an engaged, empowered, diverse, and motivated workforce equipped with resources and tools to meet mission requirements.

Internal Work Activity: Enhance AJI Onboarding Process

Enhance the Onboarding process to accelerate acculturation, integration, and productivity. Formally onboard 80% of new employees entering Safety and Technical Training (AJI). Due: September 30, 2018

Activity Target 1:
Update new employee onboarding materials. Due December 31, 2017

Activity Target 2:
Conduct at least three Making the Connection brown bag sessions with AJI Executives. Due September 30, 2018

Internal Work Activity: Building Model Supervisors and Leaders

Improve employee-supervisor relations by equipping Managers with the tools, information, and resources to effectively manage people, processes, programs. Due August 31, 2018.

Activity Target 1:
Update and publish the Manager's Toolkit. Due December 31, 2017

Activity Target 2:
Conduct at least three New Manager Lunch and Learn Sessions with seasoned managers. Due August 31, 2018

Internal Work Objective: Strategic Partnerships

Foster and expand our partnerships with industry, academia, and stakeholders to define the future of learning for the FAA.

Internal Work Initiative: Strategic Partnerships and Summits

Support NAS modernization and existing services by strengthening our partnership with Air Traffic, Tech Ops, industry, academia and other stakeholders; and by leveraging successes and recommendations from summits and other collaborative efforts.

Internal Work Activity: Formalize Relationships with Air Traffic-Collegiate Training Initiative (AT-CTI) Schools

Formalize relationship with each school interested in becoming part of the AT-CTI. Due: July 31, 2018.

Activity Target 1:
Complete partnership agreements for every school expressing commitment to continue in the program. Due January 31, 2018

Activity Target 2:
Evaluate 75% of AT-CTI schools that submit a program review to determine if they meet FAA program requirements. Due June 30, 2018

Internal Work Activity: Partnering Summit (Technical Operations)

Conduct annual summit with Technical Operations. Due: September 30, 2018

Activity Target 1:
Conduct Technical Operations Training Summit. Due August 31, 2018

Activity Target 2:
Publish outcomes and recommendations from the Technical Operations Training Summit. Due September 30, 2018

Internal Work Activity: Partnering Summit (Air Traffic)

Conduct annual summit with Air Traffic Control. Due: September 30, 2018

Activity Target 1:
Conduct Air Traffic Controller Training Summit. Due August 31, 2018

Activity Target 2:
Publish outcomes and recommendations from the Air Traffic Controller Training Summit. Due September 30, 2018

Internal Work Initiative: NAS TFM Training

Provide Traffic Flow Management (TFM) Training and educational briefings to employees, customers and the aviation community in order to enhance operations and service to customers throughout the National Airspace System (NAS).

Internal Work Activity: Traffic Flow Management (TFM) Educational Briefings

Conduct Traffic Flow Management (TFM) educational briefings and tours to educate aviation leaders and stakeholders.

Activity Target 1:
Provide formal Traffic Flow Management (TFM) presentations conducted by upper management officials to enhance agency information exchange and operational awareness. Conduct Traffic Flow Management (TFM) guided facility tours with briefings to FAA personnel and non-FAA individuals and groups who have an aviation interest and to enhance agency information exchange and operational awareness of the Air Traffic Control System Command Center. Due September 30, 2018

Internal Work Activity: A Collaborative Process with Employees and Union to Develop and Implement Skill Enhancement Training

Implement a collaborative process with employees and union to develop and implement skill enhancement training that engages our employees and union collaboratively in technical, procedural and airspace changes in their work environment.

Activity Target 1:
Administer Airspace Flow Program (AFP)/Route Manager skill enhancement training and Flight Schedule Monitor (FSM) skill enhancement training in collaboration with the National Air Traffic Controllers Association (NATCA). Administer training to at least 90% of National Operations Manager's (NOMs), National Traffic Management Officers (NTMOs), and Severe Weather National Traffic Management Specialists (SVR WX NTMS) and the National Traffic Management Officers (NTMOs), and the Terminal National Traffic Management Specialists (NTMS) before the 2018 Severe Weather Avoidance Plan (SWAP) season begins. Due March 31, 2018

Internal Work Objective: ATO Internal Business Services

Manages internal ATO business services. Provides policy, guidance, tools and training to support ATO financial and business practices and procedures. Customer Service Advocacy, Assessment, and Escalation.

Internal Work Initiative: Manage ATO Contractor Support Services

Manage ATO Contractor Support Services

Internal Work Activity: Improve Customer Service

Improve our customer's experience with AJG-R. Customers have provided feedback about our communication and customer service.

Activity Target 1:
Review FY17 AJG-R2 customer service survey results. Due November 30, 2017

Activity Target 2:
Develop AJG-R2 action plans to address specific items identified in survey. Due March 31, 2018

Activity Target 3:
Execute AJG-R2 customer service action plans Due September 30, 2018

Internal Work Activity: Contract Management and Administration

Contract Management and Administration

Activity Target 1:
Award the ATO Technical Assistance and Program Support (ATAPS) contract. Due July 31, 2018

Internal Work Activity: Follow-on contract for contractor support services contained in current CGH DO 0008 contract.

Award follow-on contract for contractor support services contained in current CGH DO 0008 contract.

Activity Target 1:
Award follow-on contract for contractor support services contained in the current CGH DO 0008 contract. Due August 31, 2018

Internal Work Activity: ATO Wireless efficiency initiative

Maintain and enhance ATO Wireless efficiency initiative to improve control of the inventory, and effectively analyze account data to identify areas for cost reduction.

Activity Target 1:
Continue to meet with ATO HQ service units on their wireless inventory and data usage. Due June 30, 2018

Activity Target 2:
Review the ATO Wireless Policy for updates. Due September 30, 2018

Activity Target 3:
Increase compliance with ATO Wireless Policy. Due September 30, 2018

Internal Work Initiative: ATO Space Management: Reduce the footprint initiative

Support the OMB effort to "Reduce the Footprint"

Internal Work Activity: ATO Space Reduction

Space Reduction in support of Reduce the Footprint Initiative

Activity Target 1:
Reduce ATO's administrative space footprint by at least 15,000 sq. ft. Due September 30, 2018

Internal Work Initiative: Air Traffic Services Realignment

To provide seamless service delivery to users of the NAS. Air Traffic Services Field Realignment is an opportunity to align our organization to an evolving mission.

Internal Work Activity: Air Traffic Services Realignment Initiative

Evaluation of Air Traffic Services (AJT) field structure to ensure optimization in staffing for a changing air traffic system.

Activity Target 1:
Provide oversight on Air Traffic Services Field Realignment initiative and make recommendations as needed. Due September 30, 2018

Activity Target 2:
Complete the combination of en route and terminal Quality Control (QC), Training, Traffic Management Unit (TMU), and Airspace and Procedures support services. Due September 30, 2018

Activity Target 3:
Initiate the combination of en route and terminal Plans and Requirements, and Administrative support services. Due September 30, 2018

Activity Target 4:
Complete General Manager (GM) selections and training. Due September 30, 2018

Activity Target 5:
Complete the combination of en route and terminal Quality Control (QC), Training, Traffic Management Unit (TMU), and Airspace and Procedures support services. Due September 30, 2018

Activity Target 6:
Initiate the combination of en route and terminal Plans and Requirements, and Administrative support services. Due September 30, 2018

Activity Target 7:
Complete General Manager (GM) selections and training. Due September 30, 2018

Activity Target 8:
Complete the combination of en route and terminal Quality Control (QC), Training, Traffic Management Unit (TMU), and Airspace and Procedures support services. Due September 30, 2018

Activity Target 9:
Initiate the combination of en route and terminal Plans and Requirements, and Administrative support services. Due September 30, 2018

Activity Target 10:
Complete General Manager (GM) selections and training. Due September 30, 2018

Activity Target 11:
Bid all General Manager (GM) positions. Due December 31, 2017

Activity Target 12:
Bid all District Managers for Operations/Support, AT-2152-XX, and District Administrative Services Manager, FV-340-X positions. Due March 31, 2018

Activity Target 13:
Support Air Traffic Services Realignment by coordinating efforts within Management Services (AJG) such as the Job Analysis Tool (JAT), Business Case, Organizational Codes, Project Plan, Other Than Controller Workforce (OTCWF) review to inform the new realignment footprint and inform business rules for personnel activities. Due September 30, 2018

Activity Target 14:
Support Air Traffic Services (AJT) Realignment initiative through coordinating efforts for change management and communication strategies. Due September 30, 2018

Internal Work Objective: Enabling FAA's Employees to Work Smarter

AFN will promote a new work environment and supporting technology to enable FAA employees to work smarter, faster, and with greater flexibility and mobility. Successful accomplishment of this objective will be demonstrated through Workplace Evolution transformation efforts, implementing upgraded bandwidth circuits at FAA facilities approved for the first phase of installation , implementing wireless networks at FAA facilities approved for the third phase of installation, developing a mobility strategy, and updating the FAA's Acquisition Workforce Strategy.

Internal Work Initiative: Enabling Total Access

Total Access is about enabling the FAA employees with the capabilities needed to work smarter. For FY2018 this will include activities related to Enterprise Bandwidth improvements to enable the FAA to have a higher level of needed internet bandwidth upgrades at selected FAA facilities. This Initiative will also include the ongoing FAA Enterprise Wireless Solution to provide FAA facilities with Wi-Fi Access.

Internal Work Activity: Enterprise Bandwidth Upgrades

Conduct a bandwidth assessment with the FAA Telecommunications Infrastructure (FTI) tiger team on non-NAS network to study overall usage, categorize types of traffic, and determine options for prioritizing traffic for optimal customer experience.

Activity Target 1:
Implement upgraded bandwidth circuits at 50% of FAA facilities approved by IT Shared Services Committee (ITSSC). (Phase II and Phase III installation. Due September 30, 2018

Internal Work Initiative: Strong Acquisition Workforce

Ensure FAA has the staffing and skill mix to successfully manage NextGen and other major acquisitions by implementing training, developing and certifying personnel in key acquisition professions.

Internal Work Activity: Train and Certify FAA's Acquisition Workforce

AJM will train, develop, and certify agency personnel in key acquisition professions.

Activity Target 1:
Ninety percent of program managers managing Acquisition Categories (ACAT) 1-3 programs and/or major acquisition programs as defined by FAA and OMB Circular A-11 will attain/maintain certification requirements in accordance with AMS policy. Due September 30, 2018

Internal Work Objective: Determine and Develop Safety and Technical Training (AJI) Workforce

Shape, develop and sustain a professional and agile Safety and Technical Training workforce for current, emerging, and future needs.

Internal Work Initiative: Workforce Planning

Plan, align, recruit, and hire a highly qualified, adaptable, diverse workforce to meet mission requirements.

Internal Work Activity: Improve Workforce Planning

Lead development of a collaborative AJI planning process to identify requirements and build a pipeline of qualified professionals for current, emerging, and future needs. Due: August 31, 2018

Activity Target 1:
Establish integrated workforce data and analytics tools to improve knowledge, access, and reporting. Due December 31, 2017

Activity Target 2:
Publish a Workforce Plan and toolkit. Due August 31, 2018

Internal Work Initiative: Professional Development

Develop and sustain a professional and agile workforce equipped with the capabilities needed to deliver the current and future missions.

Internal Work Activity: Skills Identification

Identify all AJI Mission Critical Occupations (MCO) and non-MCO occupations. Due: June 30, 2018

Activity Target 1:
Finalize career profiles for the five AJI MCOs identified in FY17. Due June 30, 2018

Internal Work Activity: Skills and Professional Development

Improve career and professional development at every level by leveraging internal and external developmental opportunities and resources. Ensure 90% of Managers encourage employees to have documented Individual Development Plans (IDPs). Due: August 31, 2018

Activity Target 1:
Coordinate IDP development workshops and identify development resources. Due November 30, 2017

Activity Target 2:
Evaluate the effectiveness of Business Acumen Training offered in FY16-17 and publish results. Due January 31, 2018

Activity Target 3:
Leverage existing ATO/FAA resources and provide developmental and career broadening opportunities (rotational, shadowing, details, OJT) that support the AJI mission and employee enrichment. Due August 31, 2018

Internal Work Initiative: Leadership Development

Develop and sustain effective leaders at all levels through tailored development programs and opportunities.

Internal Work Activity: Succession Planning.

Establish a continuity of leadership through implementation of succession planning across AJI. Due: June 30, 2018

Activity Target 1:
Educate the workforce on succession planning tools and processes Due December 31, 2017

Activity Target 2:
Identify developmental resources for AJI managerial positions. Due June 30, 2018

Internal Work Activity: Competency Based Leadership Development

Identify and Align Leadership Development and Training to identified gaps. Due: Deliver 10 learning and development sessions to the AJI workforce. Due: August 31, 2018

Activity Target 1:
Leverage existing ATO assessment tool to assess AJI strategic leadership capabilities and gaps Due December 31, 2017

Activity Target 2:
Encourage AJI Managers to create Managerial Development Plans that address gaps based on the ATO assessment tool. Due March 31, 2018

Activity Target 3:
Promote FAA and ATO leadership development programs to current and emerging leaders. Support programs by ensuring qualified competitive AJI candidates. Due August 31, 2018

Internal Work Objective: Organizational Growth

Create an AJI-2 workforce prepared to develop and deliver a new era of training solutions.

Internal Work Initiative: Workforce Development

Continue to develop our people to be flexible and resilient to implement innovative training solutions.

Internal Work Activity: Update FAA Order 3000.57 Air Traffic Organization Technical Operations and Personnel Certification

Conduct iterative re-write of FAA Order 3000.57 Air Traffic Organization Technical Operations Training and Personnel Certification Programs. Due: January 31, 2018

Activity Target 1:
Update document to align with organizational changes and associated orders. Due November 30, 2017

Activity Target 2:
Send to VP of Safety and Technical Training for review and signature. Due December 31, 2017

Internal Work Activity: Update FAA Order 3120.4 Air Traffic Technical Training

Conduct iterative re-write of FAA Order 3120.4 Air Traffic Technical Training. Due: August 31, 2018

Activity Target 1:
Update document to align with organizational changes and associated orders. Due December 31, 2017

Activity Target 2:
Send to VP of Safety and Technical Training for review and signature. Due July 31, 2018

Internal Work Activity: Human Factors Curriculum for Terminal Radar Approach Control (TRACON)

Finalize human factors curriculum for Terminal Radar Approach Control (TRACON). Due date: September 30, 2018

Activity Target 1:
Provide formal recommendations from the New York Terminal Radar Approach Control (TRACON) Human Factors Study to incorporate into curriculum for TRACONs. Due May 31, 2018

Activity Target 2:
Develop a NAS wide TRACON implementation plan for human factors curriculum. Due August 31, 2018

Internal Work Objective: Business Intelligence

Build the capability and culture to drive data-informed decision making.

Internal Work Initiative: Data-Driven Risk-Based Thinking

Enhance training effectiveness by building the capability to drive data-informed, risk-based decision making.

Internal Work Activity: Air Traffic and Technical Operations Training Effectiveness

Enhance the use of decision support systems to improve effectiveness of scheduling Tech Ops training. Due: July 31, 2018

Activity Target 1:
Implement the revised Standard Operating Procedure on Technical Operations Quota Management Process. Due January 31, 2018

Activity Target 2:
Establish baseline metrics using Predictive Learning Analysis Network. Due June 30, 2018

Internal Work Activity: Risk Assessment of Academy Resident Courses

Implement risk assessment method / process to prioritize course conversions, updates, and cancellations. Due: September 30, 2018

Activity Target 1:
Finalize the risk assessment factors. Due December 31, 2017

Activity Target 2:
Automate the risk assessment process and begin assessment of Academy resident courses. Due February 28, 2018

Activity Target 3:
Complete risk assessment of 50% of Academy Air Traffic and Tech Ops courses. Due August 31, 2018

Internal Work Objective: Learning Innovation

Evolve training to become a technology rich environment with advanced tools and redesigned development processes.

Internal Work Initiative: Technology Tools and Systems

Enhance safety in the NAS through the use of advanced technology tools and systems.

Internal Work Activity: Develop a common training structure

Develop a common training structure to support the collection, storage, and reporting of Air Traffic Controller and Technical System Specialist training. Due: September 30, 2018

Activity Target 1:
Develop the data storage architecture. Due February 28, 2018

Activity Target 2:
Replace data functionality for Safety Suite, TRAX, National Training Database. Due August 31, 2018

Internal Work Activity: Increase the use of technology in learning.

Develop training applications to increase the use of technology in learning. Due: September 30, 2018

Activity Target 1:
Conduct analysis and develop an implementation plan for the use and upgrade of speech recognition software to support training. Due August 31, 2018

Activity Target 2:
Deliver at least two training applications related to Air Traffic foundational skills training. Due August 31, 2018

Internal Work Initiative: Learner-centric training environment

Develop a learner-centric training environment that is on-demand and performance-driven, enabling the learner to access the appropriate training at the right time.

Internal Work Activity: Learning Content Management System (LCMS) - Initial Operating Capability

Achieve Initial Operating Capability of Learning Content Management System. Due: August 31, 2018

Activity Target 1:
Migrate at least one Technical Operations and one Air Traffic course to Learning Content Management System (LCMS). Due March 31, 2018

Activity Target 2:
Complete integration of the LCMS with eLearning Management System (eLMS), Blackboard, other training delivery systems. Due July 31, 2018

Internal Work Activity: Upgrade Tower Simulation System (TSS)

Implement Tower Simulation System (TSS) Upgrades by conducting Tech refresh at select locations, developing new visual databases and deploying mobile systems to increase TSS training accessibility. Due: September 30, 2018

Activity Target 1:
Refresh at least 8 locations for the TSS Tech Refresh. Due August 31, 2018

Activity Target 2:
Develop at least 10 new TSS visual databases (VDBs) and modify 8 VDBs. Due August 31, 2018

Activity Target 3:
Procure and deploy 5 mobile TSS systems. Due August 31, 2018

Internal Work Activity: Air Traffic Recurrent Training

Determine Air Traffic Training needs based upon evidence based data including Air Traffic Action Program (ATSAP), National Transportation Safety Board (NTSB) Recommendations, Quality Assurance data, Corrective Action plans. Due: August 31, 2018

Activity Target 1:
Complete one Air Traffic Web-Based Recurrent Training package. Due January 31, 2018

Activity Target 2:
Complete one Air Traffic Web-Based Recurrent Training package. Due July 31, 2018

Activity Target 3:
Complete one Air Traffic Instructor-Led Recurrent Training package. Due January 31, 2018

Activity Target 4:
Complete one Air Traffic Instructor-Led Recurrent Training package. Due July 31, 2018

Internal Work Activity: Upgrade Stage 2 - 4 En Route training course material.

Redesign Stage 2 -4 En Route training. Due September 30, 2018

Activity Target 1:
Initiate task order for the upgrade of Stage 2 - 4 En Route Course Material. Due December 31, 2017

Activity Target 2:
Complete the redesign of Stage 2 En Route Course. Due August 31, 2018

Internal Work Activity: Upgrade Stage 2 - 5 Terminal training course material.

Redesign Stage 2 -5 Terminal training. Due September 30, 2018

Activity Target 1:
Initiate task order for the upgrade of Stage 2 - 5 Terminal Course Material. Due December 31, 2017

Activity Target 2:
Complete the redesign of Stage 2 Terminal Course. Due August 31, 2018

Internal Work Objective: Environmental and Occupational Safety and Health Services

Improve the employee well-being and environment through technical assistance, employee training, job hazard assessments, compliance monitoring, and corrective actions.

Internal Work Initiative: Employee Safety

Environmental and Occupational Safety and Health Services will improve the employee well-being and environment through technical assistance, employee training, job hazard assessments, compliance monitoring, and corrective actions.

Internal Work Activity: Employee Safety

Complete OSHA and Environmental Standards Compliance to help ensure employee safety at FAA facilities and sites. (Four out of five targets must be accomplished to declare this Activity completed.)

Activity Target 1:
Complete 40 arc flash hazard analyses (AFHA) at large facilities (e.g. ARTCC, TRACON, or ATCT) in compliance with FAA and OSHA requirements and National Fire Protection Association (NFPA 70) consensus standard to determine the shock and arc flash required personal protective equipment. Due September 30, 2018

Activity Target 2:
Ensure 100% of all staffed and at least 95% of all unstaffed Air Traffic Organization work places, as listed in the FAA Workplace Inspection Tool (FAA WIT) database are inspected as required by FAA policies and Federal regulations. Due September 30, 2018

Activity Target 3:
Workplace Inspection Tool (WIT) Safety Inspection Findings. Improve employee safety by mitigating findings or completing 90% of all abatement plans required within 25 days of the date of the publication of the WIT inspection report. Due September 30, 2018

Activity Target 4:
Unsatisfactory Condition Reports. Achieve 95% validation of UCRs submitted within prescribed timelines of 24 hours for imminent danger conditions, three working days for potentially serious conditions, and within 20 working days for

other than serious safety and health conditions. Due September 30, 2018

Activity Target 5:
Abate 90% of FY17 Workplace Inspection Tool findings costing less than $500. Due March 31, 2018

Internal Work Objective: CTC Training Oversight (AJM-3 Internal Goals)

CTC Training Oversight (AJM-3 Internal Goals)

Internal Work Initiative: CTC Training Oversight (AJM-3 Internal Goals)

CTC Training Oversight (AJM-3 Internal Goals)

Internal Work Activity: CTC Training Oversight (AJM-3 Internal Goals)

CTC Training Oversight (AJM-3 Internal Goals)

Activity Target 1:
Complete acquisition follow on activities. Due September 30, 2018

Activity Target 2:
Ensure that CTC FY-18 costs are maintained within allocated budget. Due September 30, 2018

Activity Target 3:
Provide contract oversight for innovation opportunities identified by AJI stakeholders. Due September 30, 2018